



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

YOU CAN AFFORD TO LOSE
 early anything on earth except
 your eyesight.
 But that you must cherish as
 you would your most priceless
 possession and it will repay
 you for your care.
 We can supply you with lenses
 that will relieve and strengthen
 your eyes.

N. JAZARUS,
 Optician,
 12, Queen's Road C. 71

No. 19,949 號九十四百九千九萬一第 日四初月五年戌壬 HONGKONG, TUESDAY, MAY 30th, 1922. 二拜禮 號十三月五年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION
 A NEW SPECIALITY
 BASS' LIGHT
 SPARKLING ALE
 PURPLE TRIANGLE.

Specially brewed for hot
 climate, lighter than the
 well-known Red Triangle.

CALDBECK,
 MACGREGOR
 & CO., LTD.

15, QUEEN'S ROAD CENTRAL.

TELEPHONE NO. 75.

CARTRIDGES!
 NEWLY ARRIVED.

A large consignment of ELEY'S
 SPORTING CARTRIDGES, 12,
 16 and 20 bore, loaded with the Sportsman's
 favorite powders—E. C. and SMOKE-
 LESS DIAMOND.

THE HONGKONG SPORTING ARMS
 & AMMUNITION STORE.
 Nos. 5-6, Robinson Road.

A LING & CO.
 19, Queen's Road Central,
 Hongkong.

FURNITURE AND PHOTO
 GOODS STORE.
 Glass, Etching, Sign-Board and
 Mirror Making in Various Shades.
 Canton Marble in Various Shades.
 Photographic Goods of Every Description
 in Stock.
 Developing, Printing and Enlarging
 Undertaken.
 Telephone 1219.

FRENCH LESSONS
 G. MOUSSON,
 16, Morrison Hill Road.

PEAK TRAMWAY CO.
 LIMITED.

TIME-TABLE.

WEEK DAYS.
 7.00 a.m. to 8.00 a.m. every 15 minutes.
 8.00 " " 9.30 " " 10 " "
 9.30 " " 11.00 " " 15 " "
 11.30 " " 12.30 p.m. " 15 " "
 12.30 p.m. " 2.30 " " 10 " "
 2.30 " " 4.00 " " 15 " "
 4.00 " " 8.10 " " 10 " "

NIGHT CARS.
 8.50 p.m., 9.00 p.m., 9.20 p.m.
 9.30 p.m. to 11.30 p.m. every 30 minutes
 11.45 p.m.
 SATURDAY.
 Extra Car—12 midnight.

SUNDAYS.
 7.30 a.m. to 7.45 a.m.
 8.00 a.m. to 9.30 a.m. every 15 minutes
 9.30 " " 11.00 " " 10 " "
 11.30 " " 12.00 noon " 15 " "
 12.00 noon " 1.00 p.m. " 10 " "
 1.00 p.m. " 4.00 " " 15 " "
 4.00 " " 8.10 " " 10 " "

As on Week Days.
 SPECIAL CARS by arrangement at
 the Company's Office, Alexandra Buildings,
 Des Voeux Road.
 Season and punch tickets available for
 all cars, not already full, running at the
 rate stated in the Company's time-tables,
 but not for special cars, can be obtained on
 application at the Company's Office. No
 season ticket will be issued until payment
 therefor has been made in Bank Notes or
 Cheques or Compro Order represent
 Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16th, 1921 until further Notice
 (All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1				No. 2				No. 3				No. 4				No. 5				No. 6				No. 7				No. 8				No. 9				No. 10				No. 11				No. 12				No. 13				No. 14				No. 15				No. 16				No. 17				No. 18				No. 19				No. 20				No. 21				No. 22				No. 23				No. 24				No. 25				No. 26				No. 27				No. 28				No. 29				No. 30				No. 31				No. 32				No. 33				No. 34				No. 35				No. 36				No. 37				No. 38				No. 39				No. 40				No. 41				No. 42				No. 43				No. 44				No. 45				No. 46				No. 47				No. 48				No. 49				No. 50				No. 51				No. 52				No. 53				No. 54				No. 55				No. 56				No. 57				No. 58				No. 59				No. 60				No. 61				No. 62				No. 63				No. 64				No. 65				No. 66				No. 67				No. 68				No. 69				No. 70				No. 71				No. 72				No. 73				No. 74				No. 75				No. 76				No. 77				No. 78				No. 79				No. 80				No. 81				No. 82				No. 83				No. 84				No. 85				No. 86				No. 87				No. 88				No. 89				No. 90				No. 91				No. 92				No. 93				No. 94				No. 95				No. 96				No. 97				No. 98				No. 99				No. 100				No. 101				No. 102				No. 103				No. 104				No. 105				No. 106				No. 107				No. 108				No. 109				No. 110				No. 111				No. 112				No. 113				No. 114				No. 115				No. 116				No. 117				No. 118				No. 119				No. 120				No. 121				No. 122				No. 123				No. 124				No. 125				No. 126				No. 127				No. 128				No. 129				No. 130				No. 131				No. 132				No. 133				No. 134				No. 135				No. 136				No. 137				No. 138				No. 139				No. 140				No. 141				No. 142				No. 143				No. 144				No. 145				No. 146				No. 147				No. 148				No. 149				No. 150				No. 151				No. 152				No. 153				No. 154				No. 155				No. 156				No. 157				No. 158				No. 159				No. 160				No. 161				No. 162				No. 163				No. 164				No. 165				No. 166				No. 167				No. 168				No. 169				No. 170				No. 171				No. 172				No. 173				No. 174				No. 175				No. 176				No. 177				No. 178				No. 179				No. 180				No. 181				No. 182				No. 183				No. 184				No. 185				No. 186				No. 187				No. 188				No. 189				No. 190				No. 191				No. 192				No. 193				No. 194				No. 195				No. 196				No. 197				No. 198				No. 199				No. 200				No. 201				No. 202				No. 203				No. 204				No. 205				No. 206				No. 207				No. 208				No. 209				No. 210				No. 211				No. 212				No. 213				No. 214				No. 215				No. 216				No. 217				No. 218				No. 219				No. 220				No. 221				No. 222				No. 223				No. 224				No. 225				No. 226				No. 227				No. 228				No. 229				No. 230				No. 231				No. 232				No. 233				No. 234				No. 235				No. 236				No. 237				No. 238				No. 239				No. 240				No. 241				No. 242				No. 243				No. 244				No. 245				No. 246				No. 247				No. 248				No. 249				No. 250				No. 251				No. 252				No. 253				No. 254				No. 255				No. 256				No. 257				No. 258				No. 259				No. 260				No. 261				No. 262				No. 263				No. 264				No. 265				No. 266				No. 267				No. 268				No. 269				No. 270				No. 271				No. 272				No. 273				No. 274				No. 275				No. 276				No. 277				No. 278				No. 279				No. 280				No. 281				No. 282				No. 283				No. 284				No. 285				No. 286				No. 287				No. 288				No. 289				No. 290				No. 291				No. 292				No. 293				No. 294				No. 295				No. 296				No. 297				No. 298				No. 299				No. 300				No. 301				No. 302				No. 303				No. 304				No. 305				No. 306				No. 307				No. 308				No. 309				No. 310				No. 311				No. 312				No. 313				No. 314				No. 315				No. 316				No. 317				No. 318				No. 319				No. 320				No. 321				No. 322				No. 323				No. 324				No. 325				No. 326				No. 327				No. 328				No. 329				No. 330				No. 331				No. 332				No. 333				No. 334				No. 335				No. 336				No. 337				No. 338				No. 339				No. 340				No. 341				No. 342				No. 343				No. 344				No. 345				No. 346				No. 347				No. 348				No. 349				No. 350				No. 351				No. 352				No. 353				No. 354				No. 355				No. 356				No. 357				No. 358				No. 359				No. 360				No. 361				No. 362				No. 363				No. 364				No. 365				No. 366				No. 367				No. 368				No. 369				No. 370				No. 371				No. 372				No. 373				No. 374				No. 375				No. 376				No. 377				No. 378				No. 379				No. 380				No. 381				No. 382				No. 383				No. 384				No. 385				No. 386				No. 387				No. 388				No. 389				No. 390				No. 391				No. 392				No. 393				No. 394				No. 395				No. 396				No. 397				No. 398				No. 399				No. 400				No. 401				No. 402				No. 403				No. 404				No. 405				No. 406				No. 407				No. 408				No. 409				No. 410				No. 411				No. 412				No. 413				No. 414				No. 415				No. 416				No. 417				No. 418				No. 419				No. 420				No. 421				No. 422				No. 423				No. 424				No. 425				No. 426				No. 427				No. 428				No. 429				No. 430				No. 431				No. 432				No. 433				No. 434				No. 435				No. 436				No. 437				No. 438				No. 439				No. 440				No. 441				No. 442				No. 443				No. 444				No. 445				No. 446				No. 447				No. 448				No. 449				No. 450				No. 451				No. 452				No. 453				No. 454				No. 455				No. 456				No. 457				No. 458				No. 459				No. 460				No. 461				No. 462				No. 463				No. 464				No. 465				No. 466				No. 467				No. 468				No. 469				No. 470				No. 471				No. 472				No. 473				No. 474				No. 475				No. 476				No. 477				No. 478				No. 479				No. 480				No. 481				No. 482				No. 483				No. 484				No. 485				No. 486				No. 487				No. 488				No. 489				No. 490				No. 491				No. 492				No. 493				No. 494				No. 495				No. 496				No. 497				No. 498				No. 499				No. 500				No. 501				No. 502				No. 503				No. 504				No. 505				No. 506				No. 507				No. 508				No. 509				No. 510				No. 511				No. 512				No. 513				No. 514				No. 515				No. 516				No. 517				No. 518				No. 519				No. 520				No. 521				No. 522				No. 523				No. 524				No. 525				No. 526				No. 527				No. 528				No. 529				No. 530				No. 531				No. 532				No. 533				No. 534				No. 535				No. 536				No. 537				No. 538				No. 539				No. 540				No. 541				No. 542				No. 543				No. 544				No. 545				No. 546				No. 547				No. 548				No. 549				No. 550				No. 551				No. 552				No. 553				No. 554				No. 555				No. 556				No. 557				No. 558				No. 559				No. 560				No. 561				No. 562				No. 563				No. 564				No. 565				No. 566				No. 567				No. 568				No. 569				No. 570				No. 571				No. 572				No. 573				No. 574				No. 575				No. 576				No. 577				No. 578				No. 579				No. 580				No. 581				No. 582				No. 583				No. 584				No. 585				No. 586				No. 587				No. 588				No. 589				No. 590				No. 591				No. 592				No. 593				No. 594				No. 595				No. 596				No. 597				No. 598				No. 599				No. 600				No. 601				No. 602				No. 603				No. 604				No. 605				No. 606				No. 607				No. 608				No. 609				No. 610				No. 611				No. 612				No. 613				No. 614				No. 615				No. 616				No. 617				No. 618				No. 619				No. 620				No. 621				No. 622				No. 623				No. 624				No. 625				No. 626				No. 627				No. 628				No. 629				No. 630				No. 631				No. 632				No. 633				No. 634				No. 635				No. 636				No. 637				No. 638				No. 639				No. 640				No. 641				No. 642				No. 643				No. 644				No. 645				No. 646				No. 647				No. 648				No. 649				No. 650				No. 651				No. 652				No. 653				No. 654				No. 655				No. 656				No. 657				No. 658				No. 659				No. 660				No. 661				No. 662				No. 663				No. 664				No. 665				No. 666				No. 667				No. 668				No. 669				No. 670				No. 671				No. 672				No. 673				No. 674				No. 675				No. 676				No. 677				No. 678				No. 679				No. 680				No. 681				No. 682				No. 683				No. 684				No. 685				No. 686				No. 687				No. 688				No. 689				No. 690				No. 691				No. 692				No. 693				No. 694				No. 695				No. 696				No. 697				No. 698				No. 699				No. 700				No. 701				No. 702				No. 703				No. 704				No. 705				No. 706				No. 707				No. 708				No. 709				No. 710				No. 711				No. 712				No. 713				No. 714				No. 715				No. 716				No. 717				No. 718				No. 719				No. 720				No. 721				No. 722				No. 723				No. 724				No. 725				No. 726				No. 727				No. 728				No. 729				No. 730				No. 731				No. 732				No. 733				No. 734				No. 735				No. 736				No. 737				No. 738				No. 739				No. 740				No. 741				No. 742				No. 743				No. 744				No. 745				No. 746				No. 747				No. 748				No. 749				No. 750				No. 751				No. 752				No. 753				No. 754				No. 755				No. 756				No. 757				No. 758				No. 759				No. 760				No. 761				No. 762				No. 763				No. 764				No. 765				No. 766				No. 767				No. 768				No. 769				No. 770				No. 771				No. 772				No. 773				No. 774				No. 775				No. 776				No. 777				No. 778				No. 779				No. 780				No. 781				No. 782				No. 783				No. 784				No. 785				No. 786				No. 787				No. 788				No. 789				No. 790				No. 791				No. 792				No. 793				No. 794				No. 795				No. 796				No. 797				No. 798				No. 799				No. 800				No. 801				No. 802				No. 803				No. 804				No. 805				No. 806				No. 807				No. 808				No. 809				No. 810				No. 811				No. 812				No. 813				No. 814				No. 815				No. 816				No. 817				No. 818				No. 819				No. 820				No. 821				No. 822				No. 823				No. 824				No. 825				No. 826				No. 827				No. 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Size	Inch Sizes Fabric	Tyres	Tubes
26 x 3	Clincher	\$23.00	\$4.80
26 x 3 1/2	"	35.00	6.00
28 x 3 1/2	"	35.00	6.00
28 x 4	"	38.00	5.50
30 x 3 1/2	"	45.00	7.50
31 x 4	"	55.00	8.50
Size	Millimeter Sizes Fabric	Tyres	Tubes
875 x 105	Clincher	68.00	
885 x 105	"	73.00	
815 x 120	"	80.00	
880 x 120	"	82.75	
880 x 135	"	95.00	
895 x 135	"	99.00	
Size	Inch Sizes Royal Cord	Tyres	Tubes
22 x 3 1/2	Straight Side Non Skid	85.00	8.00
22 x 4	"	115.50	9.75
23 x 4	"	120.00	10.50
24 x 4	"	122.00	11.00
24 x 4 1/2	"	130.00	11.50
24 x 4 1/2	"	135.00	11.75
24 x 4 1/2	"	137.50	12.00
24 x 4 1/2	"	138.50	12.00
24 x 4 1/2	"	145.00	12.50
24 x 4 1/2	"	155.00	13.50
Size	Inch Sizes Nobby Cord	Tyres	Tubes
26 x 6	Straight Side Non Skid	180.00	25.00

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IN
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SHOW ROOMS:
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CHINA'S NOTE TO RUSSIAN ENVOY.

REPLY TO A RECENT PROTEST.

The following is an unofficial translation of a memorandum by the Waichiao-pu to the Russian Soviet Representative at Peking on April 19th.

Having received your instructions dated March 29th, 1922, protesting against the delay in opening negotiations concerning the Chinese Eastern Railway, the abrogation by the Chinese Government of the agreement regarding land trade between China and Russia, the lease of ships belonging to the Russian Volunteer Fleet at Shanghai and Chetoo, the prohibition of lotteries for the benefit of famine sufferers, and the search of Russian residences in Harbin for the Waichiao-pu has the honour to reply as follows:—

1.—In regard to the Chinese Eastern Railway, the Chinese Government views the question with great concern and desires its early solution. The Ministry arrived last December. This Ministry intended to open negotiations at once, but the question of Urgan and Khatka had already been brought up. This Ministry heartily endorses such a view and wishes to state to you frankly that mutual friendship depends upon good faith and that deeds must be consistent with words.

The Chinese Government sent a delegate to take up the matter with you. Several months have since passed but no definite agreement has yet been reached. The Chinese Government notes with satisfaction the several declarations of the Soviet Government, which you repeated in your last memorandum, to the effect that the present Soviet Government "renounced the grasping and forcible policy of the former Russian Government" and would restore "to the Chinese people everything which had been forcibly taken away from them by the Tsarist Government." But as a matter of fact, the Russian troops at Urgan and Khatka have not yet been withdrawn as you have promised, but on the contrary their number has been steadily increased.

When the Chinese Delegate was negotiating with you for the restoration of the above-mentioned places you unexpectedly spoke of the existence of the Revolutionary Government at Urgan, which has never been recognized by China. It was a great surprise. The Mongols constitute one of the five races of the Chinese Republic and form an integral part thereof, as stated in the constitution. There is not the slightest doubt about this. Therefore, the Chinese Government cannot but doubt the sincerity of the Soviet Government and that of yourself as well.

If the Soviet Government is really sincere in its attitude and its deeds correspond with its words, the Chinese Government is quite willing to settle all the outstanding questions at an early date so as to augment the friendly relations between the two countries, these questions, and that of the Chinese Eastern Railway should be adjusted as soon as possible.

2.—The agreement concerning the land trade between China and Russia was concluded in 1891, with the provision that it may be revised ten years after the date of the exchange of ratifications. The notice is given six months before the expiration of the ten years the agreement will continue in force for another ten years. Up to the present year four terms have expired. Trade and commerce are quite different from what they were in former years. In Russia, the old regime under which the said agreement was signed has disappeared. In the present chaos many governments have been set up; the China Government declares itself independent; the Vladivostok Government assumes itself to be the successor of the Tsarist Government; while the Moscow Government has not yet received the recognition of foreign Powers. At present there is no formal Government established in Russia to which the Chinese Government can propose a revision of the said agreement. There is no other way open except to annul those regulations.

As to those duty privileges stipulated in the Treaty of 1896, which were mentioned in your last memorandum, the Chinese Government has already given orders retaining them in force until future settlement.

3.—In regard to the ships of the Russian Volunteer Fleet stationed at Shanghai and Chetoo, the Chinese Government has detained them at the request of the Chita Government, with no intention of leasing them to others. The disposition of these ships will be taken up directly with the Chita Government which, has, however, never stated to the Waichiao-pu that the Russian Volunteer Fleet was handed over by the Government of the Russian Soviet Federal Soviet Republic for the use of the Far Eastern Republic.

4.—The Chinese Government and people view with deep concern the famine in Russia, and have organized the Russian Famine Relief Society for the purpose of collecting funds towards that end. No doubt you have already known of the existence of this benevolent institution. This Chinese Government has also given every facility to those charitable organizations of the Russian Republic, but as to the issue of lotteries, no foreign Power has done this before in China. Obviously, the Authorities at Harbin cannot give permission to create a precedent.

5.—As to the search of Russian residences in Harbin, the Chita Government had, on the occurrence of the incident, sent a telegram of inquiry to the Chinese Government. This Ministry immediately wired to the Provincial Authorities concerned for an investigation and report. As soon as the facts are ascertained a reply will be sent direct to the Chita Government.

It is further stated in your last memorandum that the Government of the Russian Soviet Federal Soviet Republic has repeatedly informed the Government of the Chinese Republic of its readiness and willingness to proceed to the revision of existing Russo-Chinese treaties with a view to excluding from them such stipulations as hinder the further development of mutual friendly relations between the Chinese and Russian people. This Ministry heartily endorses such a view and wishes to state to you frankly that mutual friendship depends upon good faith and that deeds must be consistent with words. Geographically, China and Russia are close neighbours, and considering the several hundred years of historical relations, their friendship must be very cordial. The declarations of the Soviet Government are quite candid and fair, which the Chinese Government and people duly appreciate. So the Chinese Government has for the convenience of mutual commerce, permitted the Province of Sinkiang to conclude local trade regulations with the Soviet Government, even though the latter has not been formally recognized. This clearly shows that China pays due regard to the Soviet Government.

As you have come to Peking for the purpose of opening negotiations, the Waichiao-pu sincerely hopes that you will proceed, in accordance with the spirit of the oft-repeated declarations of the Soviet Government from the beginning to the end, so both parties may gradually arrive at a better understanding and the friendship between the two Governments will accordingly be enhanced.

SPORT.

LAWN TENNIS.

C.R.C. v. C.S.

The results of the (B) League match between C.R.C. and Civil Service on the 27th inst., on the former's ground, are appended, C.R.C. winning by 63 to 38 games.

Yew Man Tsun and Lau Man Ching beat Smith and Hollidge, 6-3; beat Dawbarn and Cooper, 6-3; beat Haynes and Deaki, 5-3.

Lo Man Ho and Choa Man Ping beat Smith and Hollidge, 8-3; beat Dawbarn and Cooper, 7-4; beat Haynes and Deaki, 7-4.

Kwack Po Kun and Ho Wai-fing beat Smith and Hollidge, 7-4; beat Dawbarn and Cooper, 10-1; beat Haynes and Deaki, 6-5.

**HANDSOME DONATIONS BY
SHANGHAI RACE CLUB.**

\$106,000 IN AID OF CHARITIES.

Mr. G. H. Stitt, Chairman of the Shanghai Race Club writes as follows to the Shanghai papers:—
From Race Meetings held on the Shanghai Race Course this half-year, the Stewards are able to distribute among charities, hospitals, etc., the sum of \$106,000. They have decided to distribute this total in the manner shown below and trust their allocations will meet with the approval of those who supported our Race Meetings.

Shanghai War Memorial (already paid)	\$ 16,000.00
The Shanghai Charity Trust	45,000.00
The Union Jack Club	10,000.00
Mission to Seamen, Contribution towards New Launch	4,000.00
Sir Arthur Pearson Memorial Fund	3,500.00
United Services Association	3,000.00
Amicale des Anciens Combattants de la Grande Guerre	2,000.00
Foreign Women's Home	1,500.00
British Women's Association	1,500.00
Institute for Chinese Blind	1,000.00
Portuguese Ladies' Benevolent Society	1,000.00
Hospital, St. Marie	1,000.00
Société de St. Vincent de Paul en Chine	1,000.00
Little Sisters of the Poor	1,000.00
Seurs de Charité	1,000.00
King's Daughters Society	1,000.00
Shantung Road Hospital	1,000.00
St. Luke's Hospital	500.00
Shanghai Sikh Club	500.00
Dr. Hanrick's Home	500.00
St. Joseph's Catholic Association (Wayport Rooms for Seamen)	500.00
Hanbury Institute	500.00
Sisters of Charity, Tinghang, Chusan	500.00
St. Joseph's Benevolent Society	500.00
St. Monica's Society	500.00
Shanghai Charity League	500.00
Russian Benevolent Society	500.00
Zi-Kai-Wei Orphanage	500.00
Providence Orphanage	500.00
Institution de St. Joseph	500.00
Wai-Hai-Wei War Memorial	200.00
Charing Cross Hospital, London	1,872.84
Seamen's Hospital, Greenwich	749.14
The London Hospital	374.56
Limbic Soldiers and Sailors Fund	374.56
Shaftesbury Homes and Archdeacon Training Ship	374.56
Sundry Charities and Reserve for Urgent Appeals	1,054.34
Total	\$106,000.00

MACAO NOTES.

THE NEW BISHOP.

A cable has been received from Singapore announcing that the Rt. Rev. D. José de Costa Nunes, Bishop of Macao, had left for Hongkong on the Italian steamer "Ferdinando." His lordship will stay in Hongkong a day or two before proceeding to Macao. A reception committee is busy engaged in Macao with preparations for welcoming the new bishop.

A MACAO TREASURARY.

Arrangements are in progress for celebrating on June 23rd, 24th and 25th the centenary of a memorable feat of Portuguese arms. In the year 1622 the Portuguese garrison, defeated enemy naval and military forces which had attempted to wrest Macao from the possession of the Portuguese. The grounds in which stands the monument commemorating this feat of arms will be the principal scene of the coming festivities. The charitable institutions of the Colony are to benefit from the "Kermesse." It is understood that the Government have voted a sum of \$14,000 for the celebration.

CHINESE FUNERAL PROCESSIONS.

Chinese funeral processions are giving cause for much complaint in Macao. Scarcely a day passes now but what we have a long funeral procession organised by the labour guilds. They block the thoroughfares for some considerable time and trouble often occurs when anyone attempts to cross the road through the procession. It is time the Government took measures to regulate these demonstrations.

are close neighbours; and considering the several hundred years of historical relations, their friendship must be very cordial. The declarations of the Soviet Government are quite candid and fair, which the Chinese Government and people duly appreciate. So the Chinese Government has for the convenience of mutual commerce, permitted the Province of Sinkiang to conclude local trade regulations with the Soviet Government, even though the latter has not been formally recognized. This clearly shows that China pays due regard to the Soviet Government.

As you have come to Peking for the purpose of opening negotiations, the Waichiao-pu sincerely hopes that you will proceed, in accordance with the spirit of the oft-repeated declarations of the Soviet Government from the beginning to the end, so both parties may gradually arrive at a better understanding and the friendship between the two Governments will accordingly be enhanced.

LICENCE FEES IN ADVANCE.

AND NO RECORDS KEPT!

CRITICISM AT THE MAGISTRACY.

Some extraordinary revelations were made at the Magistracy, yesterday, in a case in which a Chinese clerk in Government service was charged with embezzling the sum of \$25 at the Tai Po Police Station in the New Territories.

It appeared that it was the practice at the Tai Po Police Station to receive sums of money in advance for Government licences. The Chinese clerk on duty received the money but apparently gave no receipt for it. If by any chance the Sergeant in charge of the Station was out and did not return in time to receive the cash, it was handed over in bulk to the Chinese clerk taking over duty. Books for recording the receipt of such money were available, but according to the evidence of Sergeant Carpenter it was almost impossible to check the entries and in some cases no entries were made. It came to the conclusion that the only check on this loose system was when the applicant called at the office for his licence and said that he had paid his money in advance on such and such a date.

This system, said Mr. Hall, who appeared for the defendant, was open to abuse. Any rogue could call at the station and say that he had applied for a licence and that he had paid for it in advance.

Mr. Lindell agreed and said that the whole thing was very unsatisfactory. Mr. Burlingham, who prosecuted, mentioned that the investigation of this case had led to a revision of the whole procedure.

The chief witness in the case, a wife and spirit merchant, applied for two licences on April 18th and for these paid to the defendant, in advance, the sum of \$27. On the 10th inst. he called for his licence and it was then discovered that the money had not been accounted for.

Mr. Hall contended, after hearing the evidence of the principal witness, that the case must fall because the money, \$27, was not the property of the Government. A licence had not been issued by the Government to the applicant for the money he had paid in advance, and that being so there was no case of embezzlement. The defendant was simply a bailiff for the money until the licence had been issued.

The Magistrate said that he saw Mr. Hall's point; if the Government refused to issue a licence then the money naturally did not belong to the Government.

Sergeant Carpenter, Police Officer in charge of the Tai Po Police Station, said that the principal witness called at the Station on the 10th inst. and said that he had called for a wine and spirit licence and a kerosene licence. He stated that he had paid the money over to the defendant on April 18th but no record of the money could be traced. On receiving taxed, the defendant admitted receiving the safe and said he had placed it in his safe keeping at his home pending the issue of the licence when it would have been handed over. On the following day, the 11th inst., it was discovered that a money changer had paid \$10 for a licence.

This, also, was not accounted for in the records, whilst later in the same day another case involving the sum of \$14.70 was discovered. These two sums of money were paid over on the 11th. The defendant had not the money on him; he had to go away from the Station to get it. "This money," said Sgt. Carpenter, "should have been paid to me directly. I returned to the Station on the day it was received. I would then look it in the safe and later send it to the District Officer's Office."

Mr. Hall cross-examined the Sergeant. He asked: "There is no system of recording what is received?"

Witness: "No; they may receive \$300 and only pay me \$150. I have no means of checking it."

Mr. Hall: "Is it not a fact that the names and amounts paid by applicants are not recorded until the licences are granted?"

Witness: "In many cases it is so. Your clerks do not keep a complete record of names of applicants for licences. There is no complete record that I know of."

Take as a sample case, your clerk or your interpreter may have money for a week before he hands it over to you!—Quite so.

And the applicant does not get a receipt for his money?—No.

The Magistrate: That is very unsatisfactory. Then there is no proof that the money is paid.

The witness: Except that the applicant is bound to call for the licence.

Mr. Burlingham: I would like to mention that this system is under revision now.

Mr. Hall: I might give the clerk \$50 or so and there is no proof of it?

Witness: Yes.

Mr. Hall (to the Magistrate): I would like to submit that I have no case to answer.

The Magistrate: I don't see that the defendant had the right to receive the money.

Mr. Hall: My client was holding the money pending the issue of a licence. He is charged with embezzlement, but there is no evidence of embezzlement.

Mr. Hall then brought to the notice of the Magistrate several decisions in similar cases. Quoting from Warburton's "Criminal Law" he cited a case in which a clerk was charged with embezzlement. In this case Judge Bolland said: "There is no felonious conversion. I will take it that the prisoner put the money into his own pocket and that he has made no entry. That is not sufficient. He did not deny the receipt of the money; if he had, the case may have been different; though the mere fact of not entering the sum was not enough to serve an indictment for embezzlement. Every clerk who, through carelessness, omits to make an entry, would in that case be liable."

(Continued at foot of next column.)

THE CANTONESE EXPEDITION

FURTHER SUCCESSES.

GREAT REJOICINGS AT CANTON.

From Shikwan, the Headquarters of the Expeditionary Army, the following telegram was received in Canton on Saturday:—

From the Presidential Office, Governor Wu and the Headquarters of Kuomintang, Canton:

Taiyuan was captured by General Li Lich-chun's army on the morning of the 27th. More than 10 field-guns and large quantities of munitions and firearms were captured from the Northern army.

Our armies are chasing the defeated enemy troops and will soon give a general attack on Kanchow.

The Canton Times states that, according to the military experts Taiyuan or the "Plum Range" is the most important stronghold in southern Kiangsi where the main forces of the Kiangsi troops were stationed. It is reported that the Kiangsi Tschun, Chao Kuang-yuan, once declared that he would rather lose Kanchow, a city about one hundred li northward from Taiyuan than lose the range. Thus the loss of this stronghold greatly weakens the Kiangsi military machines.

It is reported that the Right Wing of the Expeditionary Forces, commanded by General Hsu Sung-chi, has captured several places in Nanking district and is advancing towards Kanchow.

There was great rejoicing over this news in Canton on Saturday and Sunday.

KIANGSI T'U'CH'UN APPEALS FOR ASSISTANCE.

A Northern Chinese news agency says:

An urgent telegram received from Tschun Chen Kuang-yuan of Kiangsi states that the Cantonese forces are attacking him from three directions and telegraphic communication with the south of his province is interrupted. "I have repeatedly telegraphed to you (the Peking Government) asking for rations, supplies and reinforcements, but up to the present you failed to reply. There is only one alternative for me, namely, I must work hard to withstand the southern attack and protect my province. Whether or not, however, I will succeed, I cannot say."

[It will be seen, from today's telegrams that a division of Chihli troops is being dispatched to Kiangsi.—Ed.]

RAILWAY OFFICIAL'S DEATH.

TRAGIC EPISODE AT A PARTY.

Mr. George Tyler, locomotive foreman of the Shanghai-Nanking Railway, died in tragic circumstances at his residence near the railway station on Sunday afternoon. He was 47 years of age and was married. He had been entertaining friends and whilst they were still present, retired to his room. Shortly afterwards, the sound of a shot was heard and Mr. Tyler was found dead. It was evident that he had used a revolver, the shot entering through his mouth and causing instant death.

The news of his death was received with extreme regret by members of the railway staff, among whom he was looked upon as being a man of exemplary character. Mr. Tyler joined the railway in October, 1905, and had always been a man of quiet habits and one devoted to his duties. He leaves a widow and seven children, for whom the deepest sympathy will be generally felt.

Mr. G. W. King, H.M. Coroner, opened the inquest yesterday afternoon, and adjourned the inquiry after the evidence of identification had been given by Mr. R. J. Glendenning, who was a guest at the deceased's house on Sunday afternoon.

SHANGHAI TRADE.

Messrs. Albert & Co.'s latest Piece Goods Market Report says:—

After a temporary revival of interest in piece goods last week, the market has once more relapsed into a state of lethargy more because of the forthcoming native quarterly settlement on the 31st inst. than because of the political situation which, however, remains still obscure insofar as no serious attempt has yet been made at reorganizing the Government of the country. Renewed fighting is expected shortly along the Tientsin-Mukden railway, but this should have little effect on the Yangtze and Szechwan trade which is a confidently hoped will improve provided native credits are renewed in sufficient volume after the settlement.

The auctions have been resumed this week with somewhat unsatisfactory results on the whole, though the advance in exchange serves largely to offset the decline in tael values; private sales have been few and far between and clearances far from satisfactory.

Telegraphic information from the Cotton States in America regarding the growing crop is somewhat discouraging and, if reliable, points to another poor yield and a continuation of high prices. It is stated that extensive rains have fallen and that considerable areas are under water, while a good deal of capital is being made off the damage by insect pests, the effect on the price of the staple being a steady increase during recent weeks.

In view of this the prisoner must be discharged.

The Magistrate: Yes, Mr. Hall, you are on sounder ground now than on your first point.

Mr. Hall: Oh that was only a preliminary center. And in this case my client admits having received the money.

The Magistrate: There is insufficient evidence of embezzlement; of negligence; yes; inefficiency for Government service, yes. The defendant is discharged.

LAUNCHMEN'S STRIKE SETTLED. WORKERS LIKELY TO RESUME TO-MORROW.

The launchmen's strike came to an end yesterday afternoon. Having returned from Canton, the men's delegates attended at the S.C.A. office in the morning and by half past twelve o'clock there was every expectation of an immediate conclusion of the negotiations. The Secretary for Chinese Affairs (Mr. Hallifax) had explained to the men that if they would abate 50 cents of their demand he would try and persuade the owners to grant 50 cents more and on this basis agreement was reached. Everything was ready for signing the usual document when the men's delegates raised a further question and it was found necessary to adjourn until the afternoon. Soon after the resumption, however, finality was reached and an official announcement in the following terms was issued:

THE AGREEMENT.

THE CHINESE COXSWAINS' AND ENGINEERS' ASSOCIATION.

In the presence of the Secretary of Chinese Affairs and the Harbour Master, the arrangement set out below has been made to-day with reference to commercial interests alone, and without pressure of any kind from the Government.

1.—Wages of coxswains, engineers, firemen and deck-hands employed on launches and motor-boats to be increased on the following scale:—

(a.)—On wages up to \$10.00, an increase of 50 per cent.

(b.)—On all other wages a flat increase of \$3.00 a month.

(c.)—The basis of the increase to be the wages current on March 31st, 1922.

2.—The new arrangement to date, as from April 1st, 1922.

3.—The representatives of the owners undertake that all possible steps will be taken to reinstate the old crews at the earliest possible date, and for this purpose the services of new crews recently engaged shall be dispensed with as soon as reasonably possible.

The parties to the agreement are:—Mr. H. B. White and Mr. G. M. Young representing the Hongkong General Chamber of Commerce; Mr. Chow Ju Ting and Mr. Ip Lan Tsun representing the Chinese Chamber of Commerce; Chan Sz and Kwok Fuk as representing Chinese owners of over 200 launches and motor-boats; and Lo Pan, engineer, Tsau Hap Mann, engineer, Wong To Leuk, Sham Yung Sang, and Tang Kiat On, coxswains, representing the Chinese Coxswains and Engineers' Association.

Mr. M. K. Lo, solicitor, signed as a witness.

MIEN'S NINE DEMANDS DROPPED.

The settlement, it is understood, was conditional on the men dropping the "nine demands" they put forward last week. These opened up much fresh ground for controversy and to one of them, particularly, the owners were avowedly opposed, viz, the demand for payment of wages during the strike. The nine demands were:—

(1.)—Pay to be given to the strikers from the day the strike began to the day of resumption of work, on the new scale, and no deductions are to be made.

(2.)—The increase to begin from April 1st.

(3.)—All strikers to be reinstated and no dismissal shall take place within three months without proper reason.

(4.)—Men employed on motor-boats and steam launches to work from 8 a.m. to 5 p.m. daily and overtime work to be paid according to the wages paid. When the black typhoon signal is hoisted men working on launches to be given double pay.

(5.)—From the date of signing the agreement European and Chinese employers to engage men through the Guild.

(6.)—Men working on launches to be given 24 hours' holiday each month.

(7.)—Men engaged on launches towing boats to Canton and on passenger motor-boats and on launches engaged on towage work in the harbour to work sixteen hours per day in two shifts, and all overtime to be on the double rate basis.

(8.)—European or Chinese employers to engage coxswains and first engineers on a three months' contract, during which time no man shall be dismissed without satisfactory reason.

(9.)—Launches towing lighters and cargo boats outside the harbour, to engage a pilot, so that the coxswain may be free from all responsibility.

It is expected that the men will resume work on Wednesday. Most of them, their representatives said, are in Canton.

GENERAL STRIKE AT MACAO.

TROOPS FIRE ON A RIOTOUS MOB.

A GRAVE SITUATION.

The news filtered through to Hongkong early yesterday morning that a general strike had been declared throughout the Portuguese Colony at Macao early the same morning or during the previous night. What exactly is the cause of the trouble is not quite clear at the time of writing as events have happened with dramatic suddenness. In the short space of a few hours the Colony was rendered practically helpless; amahs, house-boys, coolies and many other types of "employees" leaving their employment.

Elaborate precautions appear to have been taken by the military and police of Macao to deal with the situation. Crowds of Chinese are said to have gathered in the streets but these are prevented from approaching the Water Front and all streets leading thereto have been roped off and the whole of the Praya has been lined with soldiers.

The strike has not originated in any industrial dispute but is the result of concerted action by a mob whose indignation had been aroused by the alleged impudence of one of the Portuguese African soldiers stationed in Macao. One story is that this soldier while walking along one of the main streets on the Sunday night, at about nine o'clock, molested a respectable Chinese girl. Another version is that the soldier after bargaining at a fruit shop for some bananas refused to pay for them.

Whatever was the cause of the trouble, it is quite correct to say that the soldier was seized by the crowd and given a beating. He was so roughly handled that it was thought that the man's life would be taken and soldiers and police were called out in large force to cope with the situation. The mob refused to give up its victim and, as a last resource, the soldiers are said to have fired into the crowd and four are believed to have been killed and three wounded. The crowd scattered and a number of arrests were made. The arrested men were taken to the Water Police Station where a large crowd gathered demanding their release.

This was refused and then it was suggested that a general strike should be called. Apparently this was agreed upon for early in the morning when the European community arose they found that their amahs, house-boys and coolies had vanished.

What little news reached Hongkong yesterday morning of this grave state of affairs was brought by the *Sui An*, which left Macao for Hongkong at 8 a.m. yesterday.

She arrived here shortly after 11 a.m. with only a very few passengers on board. The story as above was related by one of the ship's officers.

During the afternoon a telegram was received by the Manager of the Hongkong, Canton and Macao Steamship Co. from the Company's agents in Macao, which stated: "Police fired on the mob this morning, removed many casualties amongst the Chinese. Understand Government going to declare suspension of guarantees (martial law) unless there is a better turn of events. Up to present no official news published."

A call at the office of the Consul-General for Portugal yesterday morning confirmed the fact that a very grave situation had arisen at Macao but as no official information was at that moment available nothing further could be obtained. The Consul-General (Senhor Correia de Albuquerque e Castro) said that he had just been in communication on the matter with H.E. the Governor of Macao, who has been staying in Hongkong at Government House, awaiting the departure of the *s.s. Dongola* for Europe.

An urgent letter for the Governor of Macao was brought down by the *s.s. Sui An* yesterday.

A call at the Portuguese Consulate late yesterday afternoon elicited the information that "the situation was much easier." Apart from this the Consul-General had no further information for publication.

LATEST NEWS FROM MACAO.

HIGH CASUALTY ESTIMATES.

With the arrival of the *s.s. Sui An* from Macao at 7 p.m. last night came further information of the day's sensational happenings. Whilst no official details were available the accounts given by those who came down on the vessel pointed to a situation far graver than previous news had suggested. One estimate of the casualties incurred by the firing on the mob was 40 Chinese killed and 130 wounded, while amongst the Portuguese soldiers and police one African soldier is reported to have been killed accidentally. Another passenger had heard that the number of Chinese killed was 11 and the number of wounded 15. In the absence of official information the casualty figures must obviously be accepted with great reserve.

It would appear from the somewhat confused accounts of what occurred that there were two occasions when the troops fired on the crowd—once on Sunday night, and again yesterday morning when the police station on the water front was besieged by a crowd estimated at 2,000 persons. It is said that on this second occasion a machine gun as well as rifles was used.

It was ascertained that when the *Sui An* left Macao at 3 o'clock the situation was easier. Quiet had been restored, the mob had been dispersed and the authorities were busy removing the dead and attending to the wounded. The dead were being placed on a Government Harbour boat which was turned into a floating mortuary.

In view of the situation none of the *Sui An's* crew went ashore during the three hours the ship remained in harbour, but when passengers embarked for the return journey reports came drifting in that the markets were closed; no food could be obtained in the hotels; shops were shut and armed soldiers were patrolling the streets.

Regarding the actual rioting very little authoritative news is available, but the story gleaned from the *Sui An* was to the effect that during the rioting of the previous night (caused, so it is alleged, by a European soldier molesting a Chinese girl) two Chinese were arrested and taken to the Police Station. Early yesterday morning a mob of about 2,000 collected and were organised into a procession by the Native Guilds. With banners flying they marched to the police station and there became very hostile. The Police and soldiers withstood their taunts for some considerable time and calmly went on eating their food—for it is said that the incident occurred during the breakfast hour. Then stones were thrown and there were cries from the mob of "ta" (strike!) and more missiles were thrown. Some say that the order to fire was given; others say that the troops got out of control and fired indiscriminately into the crowd. But whatever happened, the firing occurred and pandemonium ensued.

In a few moments there were a large number of casualties and in the stampede which followed it is believed that some were either crushed to death or forced over the water edge into the harbour.

The mob scattered in all directions, leaving behind their dead and wounded. Banners were dropped on the ground and the Chinese fled to their homes.

The whole thing quietened down as quickly as it had arisen, inasmuch that the Government's intention of declaring martial law was not carried out.

It is said that large numbers of Chinese are leaving the Colony. Industry is at a standstill and a complete boycott on the European community has been declared.

The *Sui An* which was timed to leave Macao at 2 p.m. did not get away until nearly three o'clock, the Harbour Master giving orders for the vessel to be held pending further instruction. When permission to depart was received the *Sui An* drew out of harbour with a large crowd of Chinese passengers, but with very little cargo.

The African soldiers stationed at Macao are said to number about 250. They are natives of Mozambique and are called Landims.

GOVERNOR OF MACAO CANCELS HIS DEPARTURE.

H.E. the Governor of Macao yesterday afternoon cancelled his arrangements for sailing on the *s.s. Dongola* for Europe, and returned to Macao at six o'clock last night in the launch *Stanley*, belonging to the Hongkong Government.

His Excellency was to have been entertained at the Hongkong Hotel by a number of Portuguese gentlemen last night. This arrangement, had, of course, been cancelled.

"L'UNION FAIT LA FORCE."

ORGANISATION NEEDED TO CHECK THE STRIKE HABIT.

[BY AN ONLOOKER.]

During the last few months Hongkong has been suffering rather badly from that infectious and world-wide complaint, the Strike Habit. There are those who maintain that "We've got to get worse before we'll get better," and these prophets believe that in the near future a heavy struggle between Capital and Labour in the Colony is inevitable. It is sincerely to be hoped that they are wrong, but it is idle to deny that they can point to many signs which seem to presage the accuracy of their forecast.

Since they may be right, it is advisable to look about us and consider the situation. Let us, in fact, assume that the Industrial typhoon signal has been hoisted, the centre of the storm having been located in the vicinity of Canton. There appear to be four factors which require examination.

In the first place, the European community—and, therefore, the majority of the type of the employer we have in mind—are dependent on human labour of a direct kind to a far greater extent in Hongkong than they would be in Western society. This fact is due partly to climatic and geographical conditions, partly to the abundance of cheap labour which has been available in the past. Take, for example, the case of a small Hongkong household consisting of a man, his wife and their child. Their domestic staff—meaning three chair-coolies—will often amount to a dozen persons. In England it would be three or four. The result is that the "Peak District"—and, to a lesser extent, Kowloon—depend for their comfort, health and ordered existence upon the good-will of a multitude of coolies.

The second factor to be emphasized is that all the lower forms of labour in the Colony are united to each other and divided from their European employers by ties of race and language. It is this fact which makes it so easy for fools on both sides to introduce the racial issue into what should never be more than industrial disputes.

Thirdly, recent events have forced us to the conclusion that, in addition to the fools mentioned above, there are rogues who for political reasons are only too anxious to raise the cry of "Chinese v. European."

Lastly, there is the fourth side to the square within which we have framed our picture of local affairs. This side we will call European Dis-organization. Of the four factors mentioned, the last is the most important, and, fortunately, it is also that one most susceptible to amendment.

European dis-organization is a direct temptation not only to genuine labour, which is naturally set for as much as it can get, but also to the evilly-disposed persons who are anxious to twist the Lion's tail whenever that long-suffering beast appears to be growing effete.

In the ordinary affairs of life, if a man finds that he is directly dependent upon a single foothold he usually turns his attention to the provision of an emergency support. No other commanding troops willingly depends upon a single line of communications; no manager of a power station likes to rely on a single dynamo; all leading actors have understudies; the whole idea of insurance springs from a desire for an alternative supply in case the "normal" should fail. But let a certain class of coolies fail to perform their "Nightly toil" upon the Olympian heights—and where are we? Thoroughly distressed in mind, body and estate.

The remedy for this ridiculous state of affairs is simple. We must profit by the lesson to be learnt from the great strikes which have taken place in England during the last few years. In the community which holds up their fellows—provided the latter were prepared to join together in an organized effort to save their own skins.

Organization must come from above. It is the function of Government to produce a scheme; it is the duty of citizens to work the scheme. Some people appear to imagine that the Government should both produce and work the scheme. This attitude is analogous to that of a man who desires to win a battle without fighting. With the occasional exception of certain essential services technically difficult to operate, the proper employment of the armed forces of the Crown is not the replacement of labour on strike but the giving of protection to volunteer workers in the Government's organization. This was the policy, which in England aroused that splendid exhibition of civic spirit, against which the rail strike, the coal strike, and giant Triple Alliance, successively broke in pieces.

At heart there is no difference between individuals here and in England, but our public *esprit de corps* seems to be rather rusty; perhaps, the damp climate is to blame. As a modest beginning—a burlesque—we suggest the immediate preparation of a card-index in which every resident's name should figure, together with a statement as to what he is prepared to do (and what his qualifications are) in time of emergency. This might well be the first step towards reaching a state of affairs in which, as far as the ordinary amenities of existence were concerned, the Colony could view with equanimity the prospect of labour taking a three months' holiday to Canton. It is practically certain that if that situation did exist labour never would go.

In conclusion, we trust that, if some idea such as we have outlined materializes, the card-index will contain a well-chosen selection, so as to enable all well-disposed members of the community to dispose of members of the community in full, together, and assist in that co-operation between the two races which is essential to the continued stability and prosperity of the Colony.

TEA & COFFEE.

In order to obtain lasting satisfaction you will one day have to habitually get your supplies of the above commodities from

LANE, CRAWFORD, LTD.

WHY NOT START TO-DAY.

CEYLON TEA Two qualities 90 cts. and 60 cts. Per lb.

HANKOW TEA \$1.00 Per lb.

FOOCHOW TEA 90 cts. Per lb.

COFFEE FRESHLY GROUND ROASTED 85 cts. Per lb.

LANE, CRAWFORD, LTD.

TELEPHONE 1741.

CAFÉ WISEMAN

undertake to cook

CHICKENS, HAMS, GAME, Etc.

ALSO

VEAL & HAM PIES

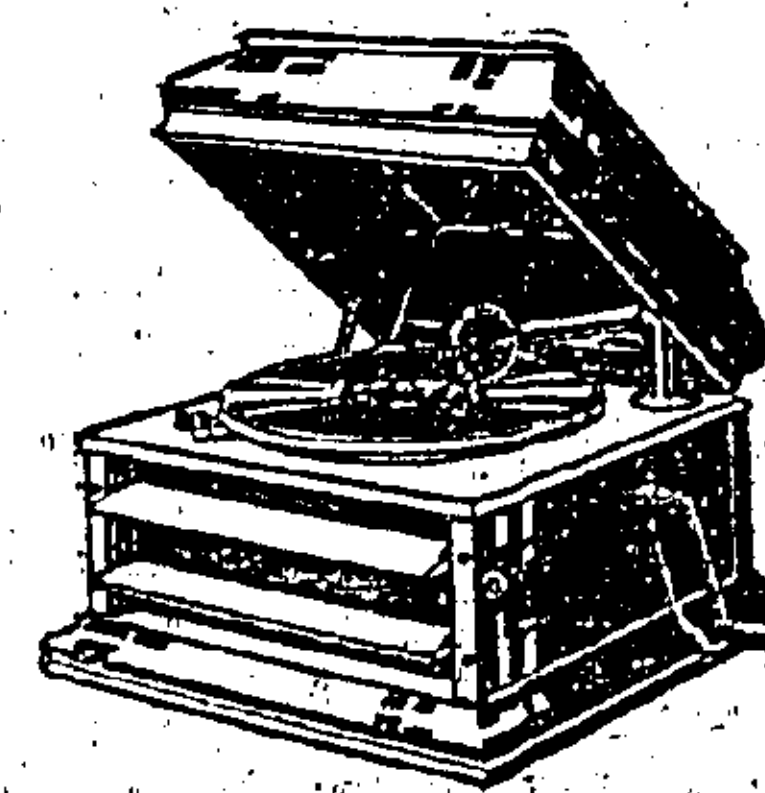
Ready to serve cold

FOR

Motor and Bathing Picnics, Cold Luicheons, etc.

LANE, CRAWFORD, LTD.

COLUMBIA GRAMOPHONES



NEW STOCK

JUST RECEIVED

ANDERSON'S

(OPPOSITE CITY HALL)

Powell

TELEPHONE 3146.

NEW STOCK OF GENTLEMEN'S BATHING COSTUMES JUST UNPACKED.

There are many smart designs in both English and American makes.

CALL AND INSPECT THEM AT

Wm. POWELL, Ltd., Tailors and Outfitters, 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.
THE OLD COURSE at FANLING will be closed and the ballot for starting times discontinued as from TUESDAY, 30th JUNE, until further notice. [1071]

BASTO & COMPANY.

NOTICE IS HEREBY GIVEN that the business heretofore carried on by BERNARDINO BASTO as a Sharebroker under the style of BASTO & Co. will be taken over by AUGUSTO ARTHUR GUTERRES as from the 1st day of June, 1922, and that as from the 1st day of June, 1922, the said BERNARDINO BASTO ceases to be liable in any way in respect of the said business and that all liabilities of whatsoever nature incurred by the said firm of BASTO & Co. on and from the 1st day of June, 1922, will be incurred by the said AUGUSTO ARTHUR GUTERRES solely.
Dated the 25th day of May, 1922.
BERNARDINO BASTO.
AUGUSTO ARTHUR GUTERRES. [1068]

BON TON, LIMITED

(In Liquidation).

CHEAP SALE.

COMMENCING from WEDNESDAY, the 31st May, 1922, and for Ten Days thereafter, all PIECE GOODS, MILLINERY, LINGERIE, &c., &c., contained in the premises of the above firm, 37, Queen's Road Central, Hongkong, will be sold subject to a cash discount of 25 per cent. to clear.
A. R. LOWE, Special Manager.
Hongkong, 22nd May, 1922. [1047]

Wm POWELL, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Hongkong Hotel, on WEDNESDAY, JUNE 7th at 11.30 o'clock, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 24th February, 1922.
The Transfer Books of the Company will be CLOSED from June 1st to June 7th, both days inclusive.
By Order of the Board of Directors,
H. O. HOLT, Secretary.
Hongkong, 25th May, 1922. [1065]

WILLIAM POWELL LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 7th DAY of JUNE, 1922, at 10 o'clock, for the purpose of considering, and if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A resolution to alter the Memorandum of Association of the Company may be seen at the Company's Registered Office, Powell's Building No. 12, Des Voeux Road Central, Victoria, at 10 o'clock, and the portions of the proposed new Memorandum of Association which differ from the existing Memorandum of Association are indicated by being marked on the Margin in red ink. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purpose, namely—

For the purpose of considering, and if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's said Registered Office. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by the underlining and marking in the Margin in red ink. Should the Meeting approve of such new Articles, with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place, on MONDAY, the 26th day of JUNE, 1922, at 10 o'clock, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association, consequently involved will be submitted to the Supreme Court of Hongkong for confirmation. Dated this 27th day of May, 1922.

By Order of the Board.

H. O. HOLT, Manager.

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 50 per cent. on present rates, as from APRIL 1st, 1922, on the following descriptions of casual advertisements, namely—
Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.
This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.
HONGKONG DAILY PRESS.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKEANA MEETING will be held (weather permitting) at Happy Valley on SATURDAY, JUNE 3rd, commencing at 3.30 p.m.
The charge for admission will be \$1— for other than Members of the Hongkong Jockey Club.
Soldiers and Sailors in uniform half price.
The Stewards invite the Ladies of Hongkong to be present. [1058]

G. A. R.

SALE BY TENDER OF H.M.S. "MOONSHINE"

TENDERS are invited for the purchase of the above named ship as she lies in the harbor.
Full particulars of the ship, conditions of sale, permits to view and tender forms may be obtained on application to the undersigned.
3. A deposit of \$10,000 is required before forms of tender can be issued, this amount being returned if tender is not accepted.
4. The vessel will be on view from the 4th May to the 31st May inclusive, during the ordinary working hours of the Dockyard.
PARTICULARS OF H.M.S. "MOONSHINE".
A single screw steamer of about L.H.P. 370 Length between Perpendiculars 385' Breadth, extreme 19'9" Depth in hold 10'9" Approximate Displacement Tons 550 (about)
Material of Construction—
Wood—Fittings in Cabin, &c. Iron—General Fittings on Deck, &c. Steel—Hull, Bulkheads, &c. Decks (Steel, wood sheathed). Upper and Lower.
5. Tenders will be received in the Office of the Commander, Hongkong, up to Noon on THURSDAY, the 1st June, 1922.
J. B. PENMAN, Dy. Naval Store Officer.
H. M. Dockyard, Hongkong, May, 1922. [1062]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes ABC, QV, RF, RT, RU, RW.
FOR SALE—Magazine Gsp. Semi-detached HOUSE with Tennis Court. Immediate possession—Apply Box A.D. c/o Daily Press Office.
WANTED IMMEDIATELY—OFFICES in Central district—Apply J. H. BACKHOUSE, c/o Daily Press Office.

TO LET—A 2-roomed House in Minden

Villas, Kowloon. Apply to Humphreys Estate & Finance Co. Ltd., Alexandria Buildings.

LOST—Thursday, Pince-nez in case, between Queen's Rd. Central and Kowloon, rd. Kowloon.

FOR SALE—Overland 5-cylinder in perfect condition with five good tyres including one on spare wheel. Trial at any time. Owner leaving Colony. Box S.E. c/o Daily Press Office.

WANTED—Matched at Repulse Bay to Rent or Purchase. Would be willing to share. Box S.G. c/o Daily Press Office.

TO LET—OFFICES, top floor, Prince's Buildings—Apply HARRY WICKHAM & Co.

TO LET—at Magazine Gap, THE PEAK, immediate occupation, FULLY FURNISHED 6-roomed BUNGALOW, with large Gardens, Tennis Court, etc. On Motor Road. Apply to Messrs. BRADLEY & Co., Ltd.

TO LET.

NEW EUROPEAN FLAT situated in Waiwai Gap Road near Bowen Road. Apply to COMMISSIONERS DEPARTMENTS of Banque de L'Indo-Chine. [1068]

TO LET.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 17, 19 & 21, Connaught Road Central, Verandah to each room, FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [750]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2nd story brick and concrete building suitable for office and godown. Further details apply.
W. G. HUMPHREYS & Co. [485]

FOR SALE.

ABSOLUTELY NEW

(1) Two 80 BHP. Single Cylinder Bolinder Oil Engines. Revs. 225 per minute.
(2) Two 50 BHP. two cylinder Bolinder Oil Engines direct connected to 25 KW. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.
(3) Two oil fuel tanks capacity of each 20 tons.
Apply to Bolinders, c/o Daily Press Office. [940]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the new columns of the Hongkong Daily Press, are charged for at the rate of \$1 each (as announced in May and June of 1920), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised column at the prevailing rates.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "WRAY CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 3rd inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 10th inst. or they will not be recognized. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents. [1054]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA".

ARRIVED HONGKONG ON 28TH MAY, 1922. FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Marked, and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo—
From PERSIAN GULF, B.S.N. and B. & P.S.N. Co.'s Steamers.
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DODWELL, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 28th May, 1922. [1069]

SS. "AZAY LE RIDEAU"

SERVICES CONTRACTUELS COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriter, Goods remained unclaimed after the 1st of June at Noon will be subject to rent and landing charges.
All claims must be sent in to me on or before the 4th of June or they will not be recognized.
All damaged packages will be examined by Messrs. GODDARD & DODWELL on Thursday the 1st of June, at 10 a.m.
No Fire Insurance has been effected.
A. JOHARD, Actg. Agent.
Hongkong, 28th May, 1922. [1066]

THE BEN LINE OF STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.
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Hongkong, 28th May, 1922. [1066]

INTIMATION

DEWAR'S

"WHITE

LABEL"

SCOTCH WHISKY

still maintains its pre-war world-wide reputation—High quality—real age, and fine flavour.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

MARRIAGE.

THURGOOD—STEVENS.—At Shanghai, on May 18th, CHARLES ERNEST THURGOOD, to FREDERICA LEIGHTON STEVENS. DEATH.

TYLER.—At his residence, the Shanghai-Nanking Railway Station (North), on May 21st, GEORGE TYLER, Locomotive Foreman, aged 49 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

"The Daily Press."

Hongkong, May 30th, 1922.

JAPAN AND CHANG TSO-LIN.

THE defeat—whether temporary or permanent remains to be seen—of CHANG TSO-LIN was undoubtedly, our Japanese correspondent says, a disappointment to Japan. This may be judged from the fact that unusually loud protests have been made as to Japan's disinterestedness in the matter. If there had been, no suspicion that Japan favoured the side of CHANG TSO-LIN, then, of course, there would have been no necessity for Japan to explain that she was neutral. The Japanese Press generally takes the line that as long as settled government in China is secured, it is a matter of indifference to her who holds the reins, although this view is somewhat shaken by occasional suggestions why Japan should look upon the Manchurian General with a kinder eye than upon Wu Pei-fu. One of these is that CHANG TSO-LIN has been brought into closer contact with Japanese than Wu Pei-fu, and consequently is better able to understand Japan and the Japanese, who, naturally, take a sympathetic interest in his future. But there has never been any question of helping CHANG TSO-LIN to establish his power. If there had been, asks one paper indignantly, why was CHANG TSO-LIN defeated? Obviously if Japan had been helping CHANG TSO-LIN he would never have been defeated at the hands of Wu Pei-fu. This is a view based on the national pride, which also, by the way, is partly responsible for the disavowal of the General now he is defeated. Japan has so often followed a policy of oppor-

tunism in China in the past that it would be absurd for her now to throw her fortunes into the balance when it has not been perfectly adjusted. Whether the balance will be adjusted very soon remains to be seen, but in the meantime Japan will remain on the fence, disavowing CHANG TSO-LIN but in no hurry to rush into the arms of Wu Pei-fu.

There has always been much in the Japanese Press about the failure of Japan's China policy, though it is by no means clear what would be taken to imply success. The Twenty-One Demands were undoubtedly received with enthusiasm all over the country, and the doubts that have since been felt as to their morality, as expressed by Baron SHIBUSAWA on his recent visit to America, were then quite inaudible. The failure of Japan's China policy in this case, was that Japan withdrew part of the demands—the part that was most salient—or turned them into desiderata for future consideration. To press them to the bitter end would have been the road to success in the view of the Press, and the failure to do this elicited a groan of despair as to the weakness of Japan's policy. This, of course, was so far true, that a move once started should not be allowed to lapse, since the implication is that it was ill-considered. But this was not the view taken by the Japanese Press at the time; the move was then regarded as a well-considered one and eminently timely, since the Western Powers were too engaged in cutting each other's throats to interfere. Since then there has been a change of feeling in regard to the Twenty-One Demands. They have been completely disavowed as immoral—the view taken by Viscount SHIBUSAWA, or ingenious excuses have been advanced to show that Japan, acted in no grasping spirit, if somewhat hastily. One of the most ingenious of these apologists lately suggested that while China was quite willing to do everything the Western Powers suggested and make them all sorts of concessions in a cheerful spirit, Japan could get nothing without putting her demands in a very forceful form. The Twenty-One Demands, according to this apologist, were not objectionable in themselves, but they had to be enforced in rather a high-handed way and with the help of an ultimatum, or Japan would have got nothing. Such an explanation sets one wondering what share of China would really satisfy Japan if she considers what she has already taken complete unfavourably with that of the Western Powers.

The defeat of CHANG TSO-LIN has not yet been put forward as another example of the failure of Japan's China policy, but it would not be surprising if this criticism were made. Indeed, there is something like it in a remark by one of the papers that the failure of Japan's China policy has too often been the result of its being based on dealings with one or other set of politicians. This suggests that Japan has in the past relied too much on the power and influence of CHANG TSO-LIN, while the British and the Americans have given their support to the Chihli faction. However, the paper finds comfort in the belief that the British and Americans will fall into the same pit as Japan, in associating themselves with any one party. Of course, the difficulty in China politics is to know who is going to be on top from one moment to another. The facility with which money may be put on the wrong horse in China is astonishing, and Japan has had an experience of this in the support given to TUAN CHI-JUI. Indeed, it might be suggested that the Chinese leader who receives Japan's moral support is doomed to failure, perhaps for that very reason. Even the suggestion that Japan is supporting or favouring one side more than another seems fatal. The only conclusion the Japanese Press can arrive at is that China is under the influence of military cliques, whose forces are so evenly balanced that it is exceedingly dangerous to favour one more than another. Some hope is expressed that these military cliques, like the famous Kilkenny cats, will end by slaughtering each other, when the country will sink to rest, but in the meantime the British and Americans have to be watched for fear things happen otherwise. One paper is so disgusted with the turn of events that it states that Japan's policy in China is to promote the peace of the Far East and the common welfare and interests of China and Japan. This irreproachable declaration indicates hopelessness of outlook to know what to do next. If patriotism is the last resource of the blackguard, morality may be taken as the last resort of the diplomat. Indeed, diplomacy may be considered

bankrupt when it has to rely on plain dealing. However, there is the fact that CHANG TSO-LIN is thrown over by the Japanese Press, perhaps a little too resolutely, for who knows that the War Lord of Mukden may not yet come to the top again and be mindful of the treachery of his former friends?

The Hon. Mr. A. G. Stephen has been paying a visit to Peking prior to his departure for home.

Malaya's imports in April were of the value of \$33,750,000, against \$48,000,000 in March, and exports \$34,038,000, compared with \$44,000,000 in March.

The total output of the Kailan Mining Administration's mines for the week ending 13th May, amounted to 22,478 tons, and the sales during the period to 21,730 tons.

Another example of the re-invasion of the Far East by Germany is seen in an announcement from Japan. A prominent German actor, Herr Alexander Moisy, will appear at the Imperial Theatre in Tokio either next autumn or about the beginning of 1923.

Mr. Julius Helm has died at Yokohama at the age of 52, after a lengthy residence in Japan. With his brother the deceased, who was a German, came to the country in 1850, having been engaged by a Daimio to drill his soldiers, but three years later he entered a business office and ultimately founded the firm of J. Helm & Co.

The U.S. Secretary of War in a cablegram to Governor-General Wood, of the Philippine Islands, last week, said:—"The President and I greatly appreciate your great work and feel you ought to remain until December, and our preference is that you remain indefinitely but only you can appreciate your obligation to yourself and to your family."

An Associated Press telegram from Washington to Manila papers, dated May 19th state:—"The White House announced today that the Philippine Independence Mission will be cordially received and given a considerable hearing. President Harding hopes it will be possible to give the mission a definite statement of the Administration's attitude toward the independence plea."

A famous Chinese actor named Chu Chi-pak was assassinated in the Tai Ping maloo at Canton on Friday midnight. He was attacked by a gang of six men and was shot twice in the head and once in the chest. It is stated that Chu was well-known in Canton and the Straits Settlements for his skill in staging theatrical performances. He was educated in Hongkong and took up the theatrical career at the age of thirteen. He was only twenty-six years old.

Br. Wor. Bro. P. H. Holyoak, District Grand Master of Hongkong and South China (English Constitution), was amongst those who supported the Pro. Grand Master (Lord Amphil), at the Grand Festival of the Grand Lodge of England, on April 28th, when the Duke of Connaught was declared installed Grand Master for the twenty-second year; Lord Amphil was re-appointed Pro. Grand Master; the Right Hon. Sir Frederick Halsey, Bt., Deputy Grand Master; and the Prince of Wales was appointed as Senior Grand Warden.

The North China Insurance Co., Ltd., and the Liverpool, London and Globe Insurance Co., Ltd., have been made defendants in a civil suit brought by A. M. Tusson, proprietor of "Vanity Fair," a business establishment on the Escalote, Manila, for the purpose of recovering P191,330.74 which is alleged to have been lost by the plaintiff in a fire which broke out on the Escalote on the night of January 27th, 1922. In the complaint which has been filed, Mr. Tusson also demands that the defendants pay him an additional P25,000 for attorneys' fees.

TRAGEDY AT KENNEDY TOWN.

Sanitary Inspector James Hudson was found in the Kennedy Town Slaughter House on Sunday morning with a bullet wound in his right side and with his throat cut. He was removed to the Government Civil Hospital where he now lies. Hopes are entertained for his recovery.

CABLES.

LATEST CABLES.
[THROUGH ROUTE'S AGENCY.]

GERMAN REPARATION SETTLEMENT.

AGREEMENT REACHED.

BERLIN, May 28th.

It is understood that the note which the Government forwarded to Paris regarding the reparations settlement due on the 31st inst., endorses the agreement reached at Paris between the Reparations Commission and the Minister of Finance, Herr Hoeser, comprising efforts to re-organise German domestic finances, conditionally on the Allies arranging an international loan.

FRANCO-BRITISH SATISFACTION.

LONDON, May 28th.

Satisfaction is expressed in London at the German Cabinet's endorsement of the proposed reparations scheme, as removing any question of French occupation of the Ruhr and a fresh European crisis.

BETTER INTERNATIONAL RELATIONS.

This satisfaction appears to be shared by the French press. *Le Journal* thinks the endorsement is the opening of a period of better international relations, particularly Franco-British relations. The paper is of the opinion that the approaching settlement will fundamentally alter the reparations situation as the International Finance Committee is now taking the matter in hand.

The *Observer* likewise regards the decision as a step towards a settlement and thinks there is every reason to hope that an agreement will be reached by June 15th. The scheme apparently provides for the covering of all internal German expenditure, and reparations in kind by taxes or internal loans. Other reparations payments will be effected by the foreign loan now being considered by the International Bankers' Committee.

THE HAGUE CONFERENCE.

GENOA'S PRESIDENT TO ISSUE INVITATIONS.

THE HAGUE, May 28th.

Invitations to the conference at The Hague have been issued by the President of the Genoa Conference under agreement with the Dutch Government.

The names of the participating countries and their experts will be published not later than June 20th by the Secretariat-General which will be under the direction of the Dutch representatives.

THE COMMISSIONS' TASKS.

It is intimated that the tasks of the commissions—as mentioned in cables dated May 14th and 15th—will be to study differences in the matter of debts and private property, also credits, between the Soviet and other Governments.

An endeavour will be made to formulate recommendations on these matters for joint submission to the respective Governments.

AMERICA AND THE HAGUE CONFERENCE.

EXPERT TO BE APPOINTED.

LONDON, May 28th.

The Washington correspondent to *The Times* learns that as the outcome of interviews between Secretary Hughes and the French Ambassador, M. Jusserand, regarding The Hague Conference, the State Department has intimated to France its willingness to appoint an expert, though not a political representative, to participate in the conference enquiry on the situation in Russia, provided the Soviets withdraw their notorious memorandum of 11th inst. The State Department would not object to the inclusion of the Russians on the commission.

U.S.A. RAILWAY WORKERS' WAGE REDUCTIONS.

CHICAGO, May 28th.

The reduction in wages of the railway maintenance-of-way workers which comes into operation on July 1st is expected to reduce the annual pay-roll by \$48,000,000. (Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

[THROUGH ROUTE'S AGENCY.]

THE WARTARE IN KIANGSI.

CHIHLI ARMY TO OPPOSE CANTON'S EXPEDITIONARY ARMY.

PEKING, May 28th.

A mandate issued last night, appointing General Tsai Chen-sun, Commander-in-Chief of the Kiangsi reinforcements, General Tsai Chen-sun will shortly proceed to Kiangsi with his own command, the Chihli First Division and a division at Ichun commanded by General Chan Tsh-hung. After his arrival at Kiangsi General Tsai Chen-sun will take over and reorganise the Kiangsi forces on the border of Kiangsi.

PEKING POLITICAL AND MILITARY AFFAIRS.

IMPORTANT DEVELOPMENTS EXPECTED.

PEKING, May 28th.

While Peking is endeavouring to reconstruct the Cabinet along lines satisfactory to those principally concerned, who are retaining the important posts, General Wu Pei-fu has steadily gone ahead with his military task, and important developments are imminent.

FURTHER HOSTILE PREPARATIONS.

CHIHLI FORCES EAST OF LUAN RIVER.

PEKING, May 28th.

Three Chihli columns are converging against the enemy. A telegram says the Chihli forces are well supplied with artillery and have taken up a position to the east of the Luan River, and hostilities will probably occur within a few days.

THE MANILA TYPHOON.

AN EARLY VISITOR.

The *Manila Times* of May 23rd says: "The destruction typhoon which swept over Manila last night and to-day would have repeated the havoc wrought by that of August 31st, 1920, if the wind had not abated just as the barometer began to rise, according to Father Corona of the Weather Bureau. As it was, the storm of to-day broke all records for some years by appearing in May, a month in which severe typhoons are not usually experienced here."

Early reports in the city and provinces show that a considerable amount of damage was done, although it is believed that the loss will be far smaller than that of the July 4th typhoon last year. No loss of life had been reported at one o'clock this afternoon. Nearly all government offices and many business houses were closed.

The Weather Bureau states that the centre of the storm passed Manila this morning and that it is not expected to double back on the city. It has been travelling at a rate of five to six miles per hour, with a maximum wind velocity of 60 miles here.

The origin of the typhoon is believed to have been east of Mindanao, no disturbance having been reported by the Yapon station of the Philippine weather service. The course of the typhoon, according to Father Corona, has included Surigao, southern Leyte, northern Cebu and Iloilo. It will include northern Luzon, and Baguio will probably feel some of its force.

The barometer at the lowest point in the current disturbance registered 745, as low as the minimum in the memorable typhoon of 1920, and but for a let up in the gale after the barometer fell to that point, Father Corona stated that the destruction of the 1920 typhoon might have been repeated during the barometer's rise during early hours this morning.

EARLIER CABLES.

THE POLICY OF FRANCE.

M. CLEMENCEAU TALKS WAR.

NANTES, May 28th.

M. Clemenceau, in a speech at a banquet in his honour, said that the same people who thought France incapable of victory in war were now accusing her of wishing to reopen war.

"We do not desire war—we desire peace," said M. Clemenceau, "but we are able to wage war, and will have no dishonourable peace. We shall not abandon our allies, but they must not sacrifice our interests to the interests of others. France is doing her utmost to maintain peace, but there are limits beyond which we will not go."

BRITISH ROUND-THE-WORLD FLIGHT.

MINOR ACCIDENT AT MARSEILLES.

MARSEILLES, March 28th.

Major Blake arrived from Lyons this afternoon.

In the course of landing, the machine met with an unfortunate accident, the rough surface of the aerodrome smashing the propeller. The airman was uninjured, and do not anticipate a prolonged delay.

"WAH AH" AND "WAH HA."

SYNDICATE WITH INVERTED TITLE.

THE CRUISE OF A CHARTERED SHIP.

Litigation of considerable local interest was begun yesterday morning at the Supreme Court, the acting Puisne Judge (Mr. J. R. Wood) sitting in place of the Chief Justice (Sir Wm. Rees-Davies) who is indisposed.

The action before the Court was a preliminary one.

The Wah Ha S.S. Co. and Mr. Lee Hysan of Hongkong, are being sued by Messrs. Wilkins Bros. Inc., and Chen Van-cher, shipowners and merchants, of Shanghai, for damage for breach of charter party, whereby defendants chartered the s.s. *Wah Ha* for twelve months. The present action was to decide whether Lee Hysan was a partner in the Wah Ha S.S. Co.

Mr. Eldon Potter (instructed by Messrs. Deacons, Looker, Deacons & Harston) represented the plaintiffs; Mr. F. C. Jenkin (instructed by Messrs. Wilkins & Grist) appeared for Lee Hysan, and Mr. C. G. Alabaster (instructed by Messrs. Wilkins & Grist) watched the interests of the Wah Ha Steamship Company.

In opening the case Mr. Potter explained that the plaintiffs sought to establish that Mr. Lee Hysan was a partner in the Wah Ha Company or held himself out to be such, at material times. In August, 1920, Messrs. Carroll Brothers were agents for the owners of the steamship *Wah Ha*, for the purpose of effecting a charter. Messrs. Carroll Brothers effected a charter with a firm called the Wah Ah (whom Counsel asked the Judge not to confuse with the present defendants, the Wah Ha). The partners in the Wah Ah were three in number, Ho Tat-sun, Dan Willie and Leong, and the object of the charter party was to convey coolies from Hongkong to Cuba.

The Wah Ah was required to pay a deposit of \$20,000 and a further \$20,000 (the first month's charter hire) before the ship would be handed over. The Wah Ah actually paid over \$22,000, but Messrs. Carroll Brothers could not get the balance of \$2,000. About the end of September the manager (Mr. Tang Kan Po) found that, unless they could get a person of financial standing to help, the Wah Ah could not carry out its contract. Messrs. Carroll ultimately cancelled the contract but a scheme was mooted to form a new syndicate to charter the ship and Mr. Lee Hysan was introduced to Messrs. Carroll as the financier who had joined the syndicate. At an interview between Mr. Carroll and Lee Hysan, the latter stated that it was intended to form a syndicate called the Wah Ha, consisting of himself, his brother, and Messrs. Ho Tat San and Tang Kan Po. Lee said his brother would act as compradore, and Ho Tat San as interpreter; this it would be proved did occur. Lee told Mr. Carroll he need not worry about the money. Mr. Carroll knew him as an opium farmer of Macao and a man of means, and regarded as a suitable charterer. Lee also discussed the general prospects of the venture and of a return cargo of coolies or freight. He appeared quite optimistic that the venture would prove a paying one.

A new charter was prepared at the special request of Mr. Lee Hysan. Mr. Lee was insistent on this—Counsel thought wisely—but as a matter of fact Mr. Carroll was able to persuade the Stamp Office to remit the duty and allow the old stamps to be used on the new charter, seeing that the first one was never completed. When it came to signing the document Lee Hysan said Tang would sign as he did not care that the world at large should know he was interested in the venture.

In view of the active part Mr. Lee had taken, plaintiffs were led to believe that he was a partner, and if he had not told them of the three partners they would have thought he was sole proprietor.

EVIDENCE BY MR. CARROLL.

Mr. A. H. Carroll, partner in the firm of Messrs. Carroll Bros., said that in August, 1920, they were acting as agents for the owners of the *Wah Ha* and arranged a charter party in August or September, 1920, with the Wah Ah Company. The charterers paid \$22,000 out of the \$40,000 due; this was paid in small sums; he understood that they were booking passengers for Cuba and as they collected passage money, or the deposit, they paid the money. He was unable to get the balance of \$2,000 from the Wah Ah syndicate and he cancelled the charter with them. Afterwards he made it clear to Mr. Tang Kan Po that if he allowed the charter to go to a new syndicate there must be someone substantial behind it.

If Lee Hysan, or some other person of financial standing had not come in he would not have given the boat to the syndicate.

Mr. Carroll then related what took place at an interview he had with Mr. Lee Hysan on Sunday, October 3rd, 1920. Mr. Lee insisted on a new charter, instead of having the change "Ah" to "Ha" initialled; he would pay for the stamps. Lee said he would send his brother with the ship to look after his interests and discussed the prospects of success. If the trip was not successful, he said he would divert the vessel to Rangoon where he had interests.

The new charter party was prepared next day and Mr. Lee called at the office to discuss it. A few days later, when Mr. Tang signed the charter, Mr. Carroll said he queried that to Mr. Lee. Mr. Lee said he did not want his name brought into it and that Mr. Tang, being manager, would sign.

Mr. Potter: Why were you not satisfied with Tang's signature?

Witness: So far as I knew, he was of no standing at all; it was going back to the original position. I wanted someone to sign who had some money. I brought the question up with Mr. Lee. He said everything would be all right. I allowed it to go at that.

The witness went on to explain that he added a form of guarantee to the charter and tried to get Mr. Lee Hysan to sign that, but he would not do so.

The Judge remarked that if the witness believed Mr. Lee Hysan was the Wah Ha Company he was asking him to guarantee himself.

Mr. Potter: You desired it to have some evidence of connection?

The Witness: I was thinking of evidence, when I wanted two parties to sign the charter, if possible. If Mr. Lee had not given me his personal assurance I should not have let the matter go on.

Mr. Potter: Did any hitch occur as to taking coolies from Hongkong?

Witness: The ship was not allowed to take them. The Hongkong Government stopped it. I told Mr. Lee about it, and that I gathered from Mr. Halifax that there was no restriction on Chinese going from any part of China. Mr. Lee said he would send the coolies to Macao and let them go from there to Cuba by the *Wah Ha*. He said that, having the opium monopoly there, he had a big pull with the Government of Macao. He told me later that his manager had fixed everything with the Macao authorities and as soon as the ship was ready she could proceed to Macao and take the passengers from there.

BAILIFF ON THE SHIP.

The witness also told of another difficulty that arose. It had been arranged that the charterers were to pay the Dock Company's charges for repairs—amounting to between \$20,000 and \$30,000—and stop this out of the monthly hire. The ship could not sail because the Dock Company held her against their charges. Mr. Lee Hysan said he had not enough money at the time to meet this and witness and his brother paid a certain amount to get the boat released. A bailiff was on board her and his brother went to the Official Receiver, the Harbour Master and ultimately freed the vessel and got a clearance for her.

The plan of getting the coolies to Macao by the local steamer and making the start for Cuba from there, the witness mentioned, also gave rise to difficulties. About 500 or 600 coolies were already aboard the *Wah Ha* and they did not understand the new arrangement. It required so much persuasion to get them to return ashore that ultimately they were taken by launch to the Macao steamer. A few were left behind and it was suggested that they should go to Macao by the *Wah Ha* but witness would not agree to that. "The local authorities," he said, "would not give the steamer an emigration licence as they knew she was 'going above' the authorities here."

A CLAIM FROM SHANGHAI.

The vessel having been dispatched, the witness next related trouble at Shanghai. He received a cable claiming \$5,000 in connection with the vessel. Mr. Lee found the money to remit to Shanghai. There was also a balance due in respect of charter money. Mr. Lee said he was "hung up" for money and that sum was still unpaid. In December, as in November, the charter money was late and Mr. Lee said he was "tied up again." After three or four applications witness got the money from Mr. Lee. Meanwhile, Carroll Bros. advanced the money and paid the owners. He would not have done that if Mr. Lee had not asked him; he would not have done it for the other members of the syndicate.

THE COAL BILL AT NAGASAKI.

"What happened about re-coaling at Nagasaki?" asked Mr. Potter.

Mr. Lee asked me to arrange that," replied the witness. "I arranged with the M.B.K. that Mr. Lee would pay, immediately he was advised by cable that the coal was on board."

"And the demand for \$2,000 gold from Honolulu?"

"That was for coal," replied Mr. Carroll. "The agents there said they would hold up the ship at Panama if they did not get the money. Mr. Lee said he had remitted and as the ship was not held up I think the money got there just in the nick of time."

AT CUBA: "TIED UP AGAIN."

"After the ship got to Cuba, did you get any cables about funds?"

The agents wired us for funds. I saw Mr. Lee. Mr. Lee was 'tied up' again but he said he was going to Macao and would fix it up."

Mr. Potter: Did you get a letter from Tang on January 13th as to the cancellation of the contract?

Mr. Carroll: Yes. I saw Lee after that. He said he had paid out nearly all the money he had received and he would do nothing further.

Did he say anything about partnership?

Yes, that was about the only occasion he mentioned that he was not a partner.

The Judge: What did he say?

Witness: He said he had nothing further to do with the charter and the boat was chartered by Tang.

Mr. Potter: Do you remember what you said to that?

Witness: I said, "If you had told me that at the very beginning the boat would never have left Hongkong and it would have been the simplest thing for me to have seized the \$20,000 deposit, for the owners, and re-charter the boat to someone else."

THE WITNESS CROSS-EXAMINED.

Mr. Jenkin: This repudiation of partnership must have come as a great surprise to you?

Witness: Yes, it did.

I suppose the first thing you did was to write and tell the owners—I think I telegraphed and then wrote.

Yes, after four months during which you had been seeing Mr. Lee on everything connected with the charter and in which you understood him to be sole proprietor of the firm, you write as follows:

"We have seen Lee and Tang several times and can get no satisfaction whatever from either of them. Lee says he has advanced all the money he will advance to the Company and refuses to pay any more, on the ground that he simply looked after the money and has paid out all he received from Tang; also that he is not interested."

THE BOMBHELL FALLS.

You said you explained to the owners in detail when this bombshell from Lee came upon you. You won't find reasons in this letter. So far as that letter goes, you let it pass unchallenged, didn't you?

Witness: I think I wrote a personal letter to Mr. Justeson.

In reply to further questions the witness said that when they could get no satisfaction from Mr. Lee they had to fall back on Mr. Tang. Witness also said he was certain Mr. Lee was not present at a certain interview with Mr. Blake at Messrs. Wilkinson and Grist's office.

Mr. Jenkin remarked that it was possible the witness would recollect, later on, that Mr. Lee was there.

NEWSPAPER'S 20TH BIRTHDAY.

On April 8th and 9th there were gatherings in Gloucester to commemorate the bicentenary of the *Gloucester Journal*, founded by the father of Robert Raikes, of Sunday School fame, on April 9th, 1722. The Mayor (Councillor J. O. Roberts) presided over a banquet at the Bell Hotel which was attended by leading citizens of all shades of thought. The guests were the directors of *Chance* and *Bland*, Ltd., proprietors of the paper, and the senior members of the staff, and the hosts included the Mayor and Mayoress, the Bishop of the Diocese, the Dean, and Sir James Bruton, M.P., and Lady Bruton. Mr. H. Godwin Chance, editor of the *Gloucester Journal*, responding to a toast proposed by the Mayor, said in 200 years there had only been six editors of the paper—Raikes father and son, Walker father and son, and Chance father and son. Raikes, senior, in the *Journal's* early days was twice summoned to the Bar of the House of Commons for breaches of privilege of the House for printing its proceedings, and was given into the custody of the Sergeant-at-Arms, he being thus one of the earliest to fight the battle for the freedom of the Press. On Sunday morning the Mayor and other representative citizens accompanied the proprietors and staff of the *Journal* to service at St. Mary de Crypt Church, where are buried Robert Raikes and his father.

SCOTTISH SPORT.

SOCCER INTERNATIONAL.

SCOTLAND'S SURPRISE VICTORY.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 12th.

It is no exaggeration to say that a win by Scotland in the last Association International of the season was entirely unexpected. This result at Birmingham gives new strength to a frequently made assertion that a much criticised national selection, especially if it be a Scottish one, plays better than one which is lauded to the skies. It was generally admitted that Scotland had a poor team, and the game did not materially alter that opinion. It was but a moderate display, with the Englishmen an over-rated side on the day's showing. Where the Scots had the greatest advantage lay in the fact that they were the better combination. The Englishmen did not pull well together as a team. But on the whole there was little between the sides. What little difference there was lay with the Scottish eleven, and that gave them the narrow victory. One thing is proved by the encounter—the season's football talent is of moderate quality. Of the twenty-two men in the field not one showed brilliancy.

QUICK WEEK IN THE LEAGUE.

Celtic had two and Rangers had three of their players in the International at Birmingham, and in the circumstances it may be said that it was well that both clubs should score wins. Celtic had Dundee as their opponents, and the leaders won by the substantial majority of 4 goals to none. Rangers beat Dumbarton by an identical score. One point still separates the great rivals, and Rangers have yet to fulfil four engagements against three by Celtic.

Partick Thistle succumbed to Albion Rovers, this being their first league reverse at home. Raith Rovers who, like the Thistle, are striving to secure the third position on the table, were beaten by Third Lanark. The race for the minor distinction is therefore tightened up.

The amateur Queen's Park are still making a determined effort to save themselves from relegation, and in securing one point with Hamilton Academicals there is yet a chance of their getting clear. Heart of Mid-Lothian, however, also managed to get a point in their game with Morton, so that the margin between the Edinburgh club and the amateurs is still 2 points.

Two surprises were furnished by Kilmarnock and Clydebank, who defeated Aberdeen and St. Mirren. The success of the Ayrshire club put them in a position of safety from relegation, as their total of 35 points cannot be equalled by any of the three clubs at the foot of the table, and they have still two games in hand.

Aberdeen, 0; Kilmarnock, 1.
Airdrie, 2; Motherwell, 0.
Ayr, 2; Hibs, 2.
Celtic, 4; Dundee, 0.
Clydebank, 3; St. Mirren, 2.
Falkirk, 0; Clyde, 0.
Dumbarton, 0; Rangers, 4.
Hamilton, 1; Queen's Park, 1.
Hearts, Morton, 0.
Thistle, 0; Albion R., 0.
Third Lanark, 1; Raith R., 0.
Aberdeen, 0; Rangers, 0.
Morton, 2; Hibs, 2.

THE GOVERNMENT OF GOLF.

The statement issued by the Rules of Golf Committee, and the Championship Committee over the names of Mr. Angus V. Hambro, M.P., and Mr. W. Norman Bouse, the respective chairmen of these bodies, with regard to the government of golf should dispel some misunderstandings that have grown up of late years. The great majority of golfers have never looked with favour upon the recurring agitation which aimed at the transfer of the headquarters of the game from St. Andrews to London. This was not because they regarded the mere locus of government as right belonging to Scotland, by tradition, but because they had implicit confidence in the ability and fair-mindedness of the Royal and Ancient to discharge its duties with a single eye to the good of the game and of golfers all over the world. The statement gives a plain definition of the constitution and functions of the two bodies whose business it is to issue decisions upon points arising in play, to safeguard the game from the intrusion of innovations which are departures from well-established practice, and to lay down regulations for the methods under which the championships shall be played. The Royal and Ancient has its seat in St. Andrews, the home of golf, but its membership is the most cosmopolitan of any club in existence. Six of the members of the Rules Committee live in London, one in New York, and the others at places as far apart as Woking, Dundee, Holyoke, Windsor, and Edinburgh. The same cosmopolitanism obtains in regard to the Championship Committee.

Perhaps the members of the R. and A. have been unduly reticent in the past, and it may be due to their modesty that, as they now admit, the ruling authority has probably been pictured as "a body of extremely conservative old gentlemen who seldom stir outside the East-End of Epsom and are scarcely yet awake to the fact that the game is played elsewhere." It is true they were somewhat slow to take official cognisance of inland golf, and that they capitulated reluctantly to the claim that "Colonel Borge" was a factor in compositions sufficiently popular to call for a special code of regulations, but our golf legislators have taken a long step forward since those days. The expression "St. Andrews," to which those who have golfed in Scotland will always affectionately cling, is now synonymous with wise and enlightened policy, and has a just call upon the loyal support of all players.

INDO-CHINA

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Through Bills of Lading issued to Rangoon, Madras, Port Swettenham and Dutch East Indies.

This steamer has the most up-to-date accommodation for 22 first class passengers, all State-rooms, Bath-rooms, Saloon and Smoking room being fitted with the very latest improvements. A qualified doctor is carried and every comfort is assured. Wireless is installed and refrigerators allow of a constant supply of fresh food.

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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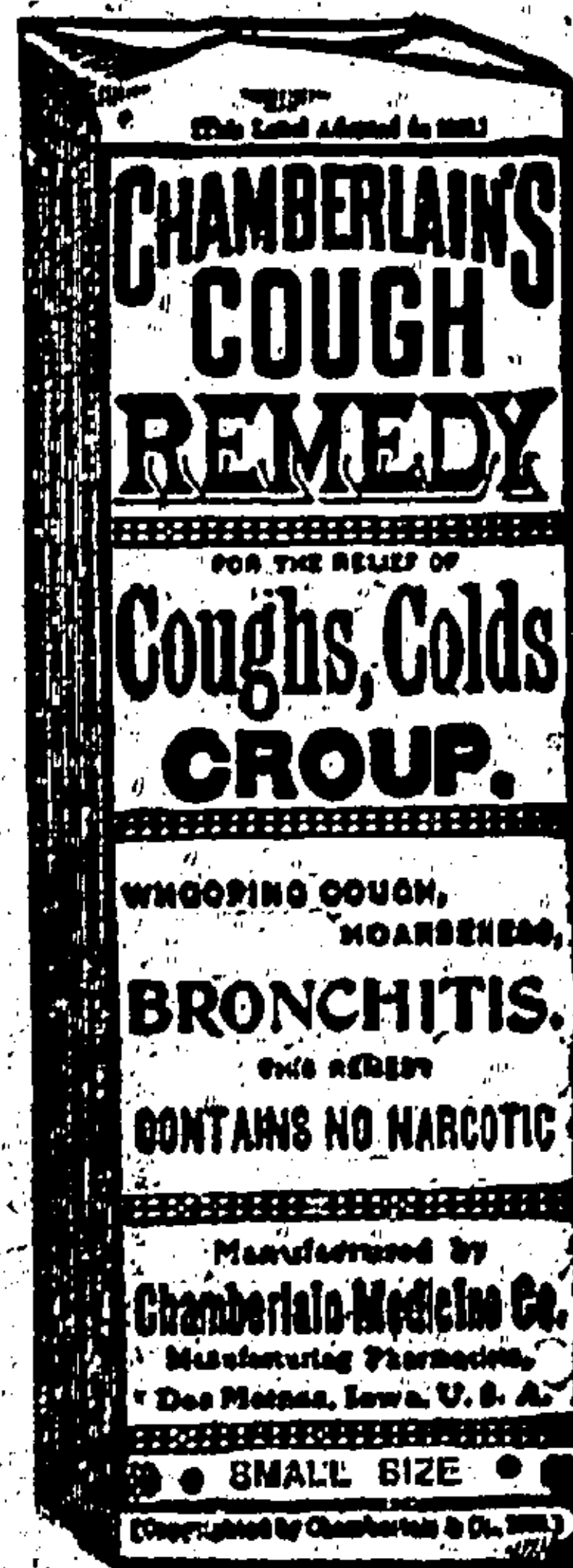
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VETARZO
DR. LECLERC'S

FREEMASONRY AND THE ROYAL HOUSE.

PRINCE OF WALES: GRAND WARDEN.

LORD CHANCELLOR'S CHAIR.
(BY A GRAND OFFICER OF ENGLAND.)

Freemasons' Hall, the headquarters of the United Grand Lodge of Ancient, Free and Accepted Masons of England, rang last evening (April 26th), with enthusiastic cheers when the Pro Grand Master (Lord Amphil) announced at the annual Grand Festival that the Grand Master (the Duke of Connaught) had appointed the Prince of Wales to be the Senior Grand Warden for the coming Masonic year. The Hair-Apprentice's investiture in office necessarily is postponed until some convenient date after his return; and when it takes place it is assured of being the most popular and picturesque event in the recent history of Freemasonry.

Apart from the associations with the Craft, the acceptance by the Prince of Wales is of significance as a further proof of the close connexion that, from the outset has been established between the reigning Royal House and English Freemasonry. The accession of George I. to the Throne was almost contemporaneous with the establishment of the Grand Lodge of England, only three years separating the two events. There was danger for Freemasonry in this conjunction, as secret societies naturally were not held in favour by a newly established Government, threatened at every turn with rebellion. Grand Lodge, indeed, had been in existence only five years when it was threatened with disruption and even worse, because the brilliant, turbulent, unstable Philip, Duke of Wharton, who was about to be chosen Grand Master, attempted to carry it over into the Jacobite camp. So perturbed were the Whig Freemasons that they sought an interview with Lord Townshend, Secretary of State and brother-in-law of Sir Robert Walpole, then Prime Minister, and assured him of their loyalty.

"A few days ago," recorded the *London Journal* on June 18th, 1722, "a select body of the Society of Free Masons waited on the Right Honourable the Viscount Townshend, one of His Majesty's Principal Secretaries of State, to signify to his Lordship that being obliged by their Constitutions to hold a General Meeting now at Midsummer, according to annual Custom, they hoped that Administration would take no Umbrage at that Convention, as they were all zealously affected to his Majesty's Person and Government. His Lordship received this intimation in a very affable manner; telling them, he believed they need not be apprehensive of any molestation from the Government, so long as they went on doing nothing more dangerous than the ancient Secrets of the Society; which must be of a very harmless Nature, because, as much as Mankind love Mischief, no Body ever betrays it them."

A LOYAL CRAFT.
Authorized by this half-sneer, half-threat, the meeting was proceeded with; and it is clear from the conflicting advertisements in the newspapers of the day that Whigs and Jacobites alike were anxious as to its success. An eye-witness of the gathering recorded that "to do the Freemasons Justice, I must own, there was no mention of Politics or Religion. And when the Music began to play, 'Let the King enjoy his own again,' they were immediately reprimanded by a Person of great Gravity and Science." Yet a twelvemonth later, owing to Wharton's machinations, a Jacobite nominee was put forward as Deputy Grand Master, and was defeated by no more than a single vote. Wharton "went away from the Hall without Ceremony," and disappeared from active participation in English Freemasonry; but that organization had been saved, though only by a hair's breadth. Its loyalty has never since been impeached; that loyalty in troubled time has been acknowledged by statute; and the new Grand Warden attests its continued existence now.

The first Prince of Wales to become a Mason was Frederick, eldest son of George II., and father of George III., who was admitted to the Craft on November 5th, 1737, at "an Occasional Lodge, held at the Prince of Wales's Palace of Kew near Richmond." The event attracted at the moment no such attention as did the initiation of Frederick's direct descendant three years since. All that was said of it in any London paper—and this in only one—was, "We hear that on Saturday last (November 5th) was held at Kew a Lodge of Freemasons, where Dr. Desaguliers (a past Deputy Grand Master) presided, when there were admitted several Persons of high distinction as Brethren of that Order." But Frederick, who rose no higher in the Craft than Master of a Lodge, had effectively broken the ice; and three of his sons—though not his successor as Prince of Wales, afterwards George III.—took the Masonic plunge. The Dukes of York and Gloucester were initiated in 1766, and the Duke of Cumberland the year after, all three then being given the brevet rank of Past Grand Master. Cumberland was elected Grand Master in 1781; and while he occupied the Masonic throne, five of his nephews, sons of George III.—George Prince of Wales (George IV.), Frederick Duke of York, Edward Duke of Kent, William Duke of Clarence (William IV.), and Augustus Frederick Duke of Sussex—entered the Order. The Prince of Wales was chosen Grand Master in succession to his uncle in 1790; and held the position until 1813, when the place was given to his brother, the Duke of Sussex. The headship of the

(Continued at foot of next column.)

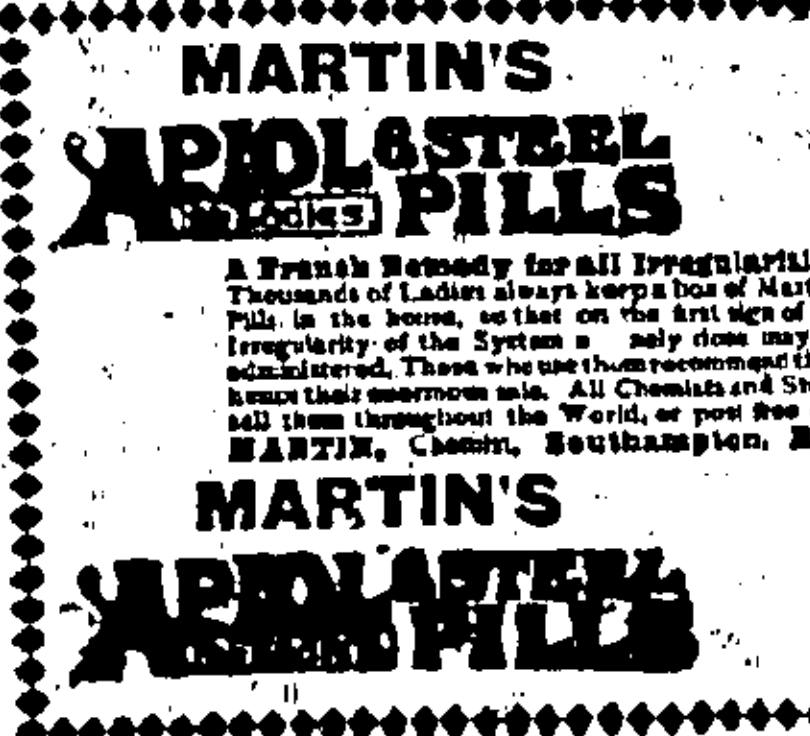


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Atholl (a rival) Grand Lodge was simultaneously conferred on another Royal brother, the Duke of Kent, in order to arrange a treaty by which a Masonic split that had lasted 60 years was, once and for all time, healed.

A CLOSE ASSOCIATION.

For 30 years the Duke of Sussex ruled over the United Grand Lodge of England, and when a further 30 had passed, another Royal Prince became Grand Master. This was a grandson of the Duke of Kent, who had effectively assisted to bring all English Freemasons together, and grandfather of the Prince who is Senior Grand Warden to-day. Under King Edward VII. (who, as Prince of Wales, Masonically reigned from 1874 to 1901), the Craft made great strides; and those have continued under the Duke of Connaught, the present Grand Master. The succession of Royal personages who have been closely associated with the Order has been steadily maintained throughout their respective Grand Masterships. The present King's elder brother, the Duke of Clarence, became Senior Grand Warden in 1837, a position his uncle, the Duke of Connaught, had been given 10 years previously; and these two Princes proved their devotion to the Craft by the latter becoming Provincial Grand Master of Sussex in 1896 and afterwards District Grand Master of Bombay, while the former was Provincial Grand Master of Berks from 1890 until his death.

Prince Arthur of Connaught received the brevet rank of Past Senior Grand Warden in 1914; and five years later the Prince of Wales and the Duke of York were initiated within a few months of each other, the elder in May, 1919, in the Household Brigade Lodge, No. 2614, and the younger in the following December in the Navy Lodge, No. 2312, and each Royal brother has since become Master of his mother lodge. Between Prince Arthur's promotion to Grand Rank and the admission of these Royal brothers to the Craft the Royal Family had suffered the loss early in the war of Prince Maurice of Battenberg, cousin of the King, a young naval lieutenant who, at the moment of his death, was Master of the Twelve Brothers Lodge, No. 785 (Southampton), as well as a member of the Old Wellingtonian Lodge, No. 3494 (London). And when, in 1919, Grand Lodge applied to the Heriotes College for a grant of arms, the King approved the enclosure of the Coat within a banner charged with the Lions of England, in recognition of the constant loyalty of English Freemasons to the Throne, and person of his Majesty.

It is an additional proof of the regard in which Masonry is held in our public life that, after the announcement of the Hair-Apprentice's appointment as Senior Grand Warden, came that of the Lord Chancellor as Junior Grand Warden. Lord Birkenhead is the third Lord Chancellor of our own day to occupy a Grand Warden's chair while sitting on the Wool-sack. The first was Lord Herschell, when Lord Chancellor under Mr. Gladstone in 1886; the second Lord Halsbury, when holding the Great Seal under Lord Salisbury two years later; and now Lord Birkenhead, enjoying the position under Mr. Lloyd George. There could be no more complete proof of the non-political nature of Freemasonry.—*The Times*.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

BANGKOK via SWATOW	"CHANGSANG"	Tuesday	30th May	Noon
HAIPHONG via HOIHOW	"TAKSANG"	Wednesday	31st May	10 a.m.
SHANGHAI	"YUSANG"	Wednesday	31st May	Noon
MANILA	"LOONGSANG"	Wednesday	31st May	3 p.m.
TSINGTAU via SWATOW	"TUNGSHING"	Friday	2nd June	Noon
SANDAKAN	"HINSANG"	Saturday	3rd June	Noon
STRAITS & CALCUTTA	"HOSANG"	Saturday	3rd June	3 p.m.
SHANGHAI via SWATOW	"FAUSANG"	Sunday	4th June	daylight
TIENSIN	"CHEONGSHING"	Sunday	4th June	Noon
BANGKOK via SWATOW	"MINGSANG"	Tuesday	6th June	11 a.m.

ALOUITA LINE—This line offers regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

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Vessel	Leave Hongkong
S.S. "RADNORSHIRE"	5th June
M.V. "GLENBEG"	17th June
M.V. "GLENLUCE"	1st July
S.S. "GLENSHANE"	20th July

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
M.V. "GLENBEG"	30th May, LONDON, HULL, BOTTENDAM & HAMBURG.	
S.S. "RADNORSHIRE"	5th June, GENOA, LONDON, HULL, BOTTENDAM & HAMBURG.	
S.S. "GLENLUCE"	1st July, GENOA, LONDON, HULL, ANTWERP & HAMBURG.	

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Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

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For Charter "Kai" and other particulars apply to the

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Ko-Kai, Kobe, Japan

SHIPPING NEWS

ARRIVALS.

May 28th.
Amagami Maru, Japanese str., 2,303 tons, Capt. T. Matsuda, from Miki, with coal.—M.B.K.
Hong Kong, Chinese str., 249 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo.—Cheong Yee S.S. Co.
Hainan, British str., 341 tons, Capt. C. E. Page, from Haiphong, with a general cargo.—Po Shun S.S. Co.
Kom Fing Fat, Chinese str., 440 tons, Capt. O. Noronha, from Quinhon, with a general cargo.—Globe Nav. & Co.
King Yuen, British str., 1,343 tons, Capt. E. P. Partridge, from Singapore, with a general cargo.—B. & S.
Kishu Maru, Japanese str., 1,367 tons, Capt. H. Ouchi, from Keelung, with coal.—O.S.K.
May 29th.
Mangri Maru, Japanese str., 1,063 tons, Capt. S. Hayashi, from Bangkok, with a general cargo.—Kwang Nguan Seng.
Euryalus, British str., 2,408 tons, Capt. G. A. Sinclair, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.
Fapang, British str., from Canton.
Hafthor, Norwegian str., 781 tons, Capt. C. Beck, from Bangkok, with a general cargo.—Thoresen & Co.
Hansa, French str., 739 tons, Capt. F. Morvan, from Haiphong, with a general cargo.—P. A. Lapicque & Co.
Meisan Maru, Japanese str., 2,917 tons, Capt. W. Ayat, from Karatsu, with coal.—Suzuki & Co.
Mitsuki Maru, Japanese str., 2,232 tons, Capt. S. V. Iwazawa, from Saigon, with rice.—Y.K.K.
Sanka Maru, Japanese str., 1,514 tons, Capt. I. Furukawa, from Keelung, with coal.—M.B.K.
Stockholm, British str., 1,584 tons, Capt. E. Monkman, from Shanghai, with a general cargo.—B. & S.
Suiyang, British str., from Canton.
Tung Hing, Chinese str., 254 tons, Capt. Chan Chau, from K. C. Wan, with a general cargo.—Shun Cheong & Co.
Tai Maru, Japanese str., 1,569 tons, Capt. T. Tsuru, from Saigon, with rice.—Y.K.K.
Tingchow, British str., from Canton.
Tungyang, British str., 1,128 tons, Capt. S. O. Milford, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

May 29th.
Ashi Maru, for Saigon.
Draughton, for Quinhon.
Fapang, for Shanghai.
Hong Kong, for Saigon.
Hong Kong, for Hongkong.
Hong Kong, for Swatow.
Seitan, for Swatow.
Sicilia, for Shanghai.
Stockholm, for Canton.
Suiyang, for Shanghai.
Tai Maru, for Hongkong.
Tai Maru, for Amoy.
Tingchow, for Swatow.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Yokohama on May 25th, a.m., left Yokohama on May 27th, noon, and is due at Vancouver on June 5th.
The s.s. *Euryalus* (Blue Funnel line) Shanghai on May 27th, for Haiphong and Liverpool via Hongkong. She is due here to-day, and will sail, as above, on June 2nd, at daylight.
The P. & O. s.s. *Kashmir* left London on May 28th, and is expected to arrive at Hongkong on or about July 1st.
The P. & O. Co.'s s.s. *Kashmir* left Singapore for this port on May 29th, at noon, with the outward English mails, and is due here on June 2nd, at about 4 p.m.
The N.Y.K. s.s. *Sado Maru* (European line) left Singapore for Hongkong on May 27th, and is expected here on June 1st.
The N.Y.K. s.s. *Kawachi Maru* (South American line) left Kobe for Hongkong via Moji on May 27th, and is expected here on June 3rd.
The N.Y.K. s.s. *Benzel Maru* (Calcutta line) left Calcutta for Hongkong via Rangoon and Singapore on May 27th, and is expected here on June 15th.

VESSELS EXPECTED.

Empress of Canada, due June 1st.
Empress of Russia, due June 3rd.
Black Sea (N.Y.K.), due May 30th.
Havre (P.M.), due June 1st.
Iyo Maru (N.Y.K.), due June 3rd.
Kobe Maru (N.Y.K.), due June 3rd.
Nagano Maru (N.Y.K.), due May 31st.
Nelus (Blue-Funnel), due July 1st.
Nikka Maru (N.Y.K.), due June 11th.
President Hayes (Pacific Mail), due May 31st.
Rajah (B.I.), due May 31st.
Rheinland (H.A.E.), due June 5th.
Sado Maru (N.Y.K.), due June 1st.
Taihyun (Blue Funnel), due June 5th.
Tamba Maru (N.Y.K.), due June 3rd.
Torilla (B.I.), due June 3rd.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 29th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.72	29.73	29.71
Temperature	86	83	85
Wind	SW	SW	SW
Direction	SW	SW	SW
Force	4	4	4
Wetness	0.4	0.4	0.4
Rain	0.4	0.00	0.00

Highest open-air temperature on 28th... 87.
Lowest open-air temperature on 29th... 82.



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TRANS-PACIFIC.

R.M.S.

EMPRESS OF CANADA

FOR

VANCOUVER.

SEVENTH JUNE, 1922.

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SHIDZUKA MARU (Calling Keelung) ... Monday, 3rd July, at 11 a.m.
MARBELLES, LONDON & ANTWERP via Singapore, &c. ... Friday, 8th June, at 11 a.m.
FUSHIMI MARU ... Friday, 23rd June, at 11 a.m.
MISHIMA MARU ... Monday, 5th June.
HAMBURG via DUNKIRK, LONDON & ROTTERDAM ... Monday, 5th June.
MITO MARU ... Monday, 5th June.
LIVERPOOL via MARSEILLES and VALENCIA. ... Sunday, 4th June.
TATSUNO MARU ... Sunday, 4th June.
SYDNEY & MELBOURNE via Manila, &c. ... Tuesday, 20th June, at 11 a.m.
TANGO MARU ... Tuesday, 18th July, at 11 a.m.
YOSHINO MARU ... Tuesday, 8th June.
NEW YORK via PANAMA ... Tuesday, 8th June.
DURBAN MARU ... Tuesday, 8th June.
NEW YORK via Suez. ... Tuesday, 8th June.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAIE ... Sunday, 4th June.
KAWACHI MARU ... Sunday, 4th June.
BOMBAY via Suez and Colombo. ... Wednesday, 31st May.
KANAKURA MARU ... Wednesday, 31st May.
CALCUTTA via Singapore, Penang & Rangoon. ... Wednesday, 31st May.
HAKODATE MARU ... Wednesday, 31st May.
NAGASAKI, KOBE & YOKOHAMA ... Friday, 16th June, at 11 a.m.
NIKKO MARU ... Friday, 16th June, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA ... Thursday, 1st June.
NAGANO MARU ... Friday, 2nd June, at 11 a.m.
SADO MARU ... Sunday, 4th June.
TAMBA MARU ... Sunday, 4th June.

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Leave Hongkong 2nd June.
"West Farallon" ... Due Hongkong 9th June.
Leave Hongkong 12th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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The M/S. "MALAYA"

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About 14th June.

Further Sailings ... Expected on or about ... Will leave for above ports on or about ...
M/S. "Peru" ... 25th July ... 1st September.
M/S. "Africa" ... 8th August ... 15th September.
M/S. "Java" ... 22nd August ... 30th September.

Subject to change without notice.

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.. "MADAWASER" via Suez Canal ... 31st May ... Boston and New York.
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

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.. "KANDAHAR" ... 10th June ... London, Antwerp, Rotterdam & Hamburg.
.. "CITY OF GLASGOW" ... 5th July ... London, Rotterdam & Hamburg.

Subject to change without notice.
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BOSTON AND NEW YORK
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Sailings from Hongkong.

.. "DEUCALION" ... via Suez Canal ... 5th June.
.. "ALCINOUS" ... via Suez Canal ... 18th June.
.. "KAZEMBE" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMER & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ... "ARMAND BEHIC" ... 11,000 ... On or about 9th June.

MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOIT, SUEZ & PORT SAID ... "ANGKOR" ... 15,000 ... On or about 20th May.
.. "ANGERS" ... 18,000 ... On or about 18th June.
.. "AZAY LE RIDEAU" ... 15,000 ... On or about 27th June.

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAKOU.

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AND RETURN

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HAIHONG ... Capt. W. C. Passmore ... Thursday, 1st June, at 1 p.m.
HAIHONG ... Capt. J. S. Thomson ... Wednesday, 7th June, at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blake Pier).

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"DONGOLA"	8,000	3rd June, 11 a.m.	Singapore, Penang, Colombo, Aden, Port Said, Marseilles, Gibraltar & London.
"KHYBER"	9,000	6th June, 4 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltar, Plymouth & London.
"SICILIA"	8,700	11th June	(Singapore, Penang, Colombo & Bombay)
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASEMIR"	8,100	5th July	do.
"SOUDAN"	7,000	18th July	(Singapore, Penang, Colombo & Bombay)
"KARMALA"	8,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	do.
"SARDINIA"	6,800	18th Aug.	do.
"DEVANHA"	8,000	30th Aug.	do.
"KALYAN"	8,900	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	(Bombay, Marseilles, London & Antwerp)

BRITISH INDIA - APCAR SAILINGS

"EURYALUS"	7,570	31st May, 3 p.m.	Singapore via Amoy.
"TAKADA"	6,949	10th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (S.S.)

"EASTERN"	3,586	1st June, 11 a.m.	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"KASHMIR"	8,841	4th June, D.L.	Shanghai, Moji, Kobe & Yokohama
"TORILLA"	5,205	4th June	Shanghai & Japan.
"ARAFURA"	6,000	11th June	Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Colombo.

All Cabbins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 10 days prior to sailing.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSHILLES—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Monday, 10th July.

BUEENES AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" ... Tuesday, 12th June.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"SAIGON MARU" ... Friday, 2nd June.

DELI & BANGKOK via SAIGON & SINGAPORE.

"KISHU MARU" ... Thursday, 1st June.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"BORNEO MARU" ... Friday, 9th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Seattle—Taking cargo to OYSTER POINT, U.S.A. & CANADA.

"HAWAII MARU" ... Tuesday, 6th June.

NEW YORK via PANAMA—Regular monthly service via Suez, Port Said, Panama and Colon.

"SHUNKO MARU" ... Monday, 19th June.

NEW ORLEANS LINE via SUEZ.

"BORNEO MARU" ... Friday, 9th June.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"AGIN MARU" ... Sunday, 11th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Every Sunday, Noon.

"AMAKUSA MARU" ... Thursday, 1st June.

TAKAO via SWATOW & AMOY.

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Tel. No. 4090. Y. YASUDA, Manager.

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SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
PAKHOI & HAIPHONG	"KAIFONG"	On 30th May, 10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"YINGCHOW"	On 30th May, noon.
SWATOW	"KWANGSE"	On 30th May, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KWEICHOW"	On 31st May, 10 a.m.
HAIPHONG, HOIHOW & BANGKOK	"CHENAN"	On 31st May, 10 a.m.
HONGAY	"HANYANG"	On 31st May, 10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 31st May, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 1st June, noon.
MANILA, CEBU & ILOILO	"TAMING"	On 2nd June, 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SHANTUNG"	On 3rd June, 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.
Excellent Saloon accommodation, amidehips, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Tientsin and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout.
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"The Pathway of the Sun"

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PERSEA MARU	9,000	June 1st.
TAIYO MARU	22,000	June 21st.
SIBERIA MARU	22,000	July 8th.
TENYO MARU	...	July 19th.
KOREA MARU	...	July 30th.

Calling at Dairen. Calling at Keelung.

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HONGKONG TO VALPARAISO

via MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEDO, AERICA & IQUIQUE.

Thence by TRANS-ANDALAN ROUTE to BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
RAKUYO MARU	...	June 23rd.
GINYO MARU	...	Aug. 23rd.
ANYO MARU	...	October 9th.

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Fare to European Ports USG \$620.50 First-Class throughout.
AMERICAN STEAMERS
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LEAVE HONGKONG ARRIVE SAN FRANCISCO
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S.S. "PRESIDENT CLEVELAND" ... July 5th ... July 27th.

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Freight only.
CALCUTTA via SINGAPORE, PENANG AND RANGOON

S.S. "LAKE FAULK" ... May 31st.

HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

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Sails from HONGKONG. Sails from MANILA. ARRIVES SAN FRANCISCO.

S.S. "PRESIDENT HAYES" ... June 2nd ... June 27th.
S.S. "PRESIDENT HARRISON" ... June 20th ... July 4th ... July 25th.
S.S. "PRESIDENT HAYES" ... Aug. 4th ... Aug. 8th ... Aug. 29th.
S.S. "PRESIDENT HARRISON" ... Sept. 1st ... Sept. 5th ... Sep. 26th.

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KERR STEAMSHIP CO., INC.

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For MANILA AND NEW YORK.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
Sailing (Subject to Alteration)

Steamer	Hilney & Melbourne via Ports	Lv. Hongkong for Australia
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FOR	STEAMER	TO SAIL
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